

CYCLE NEWS

WEST

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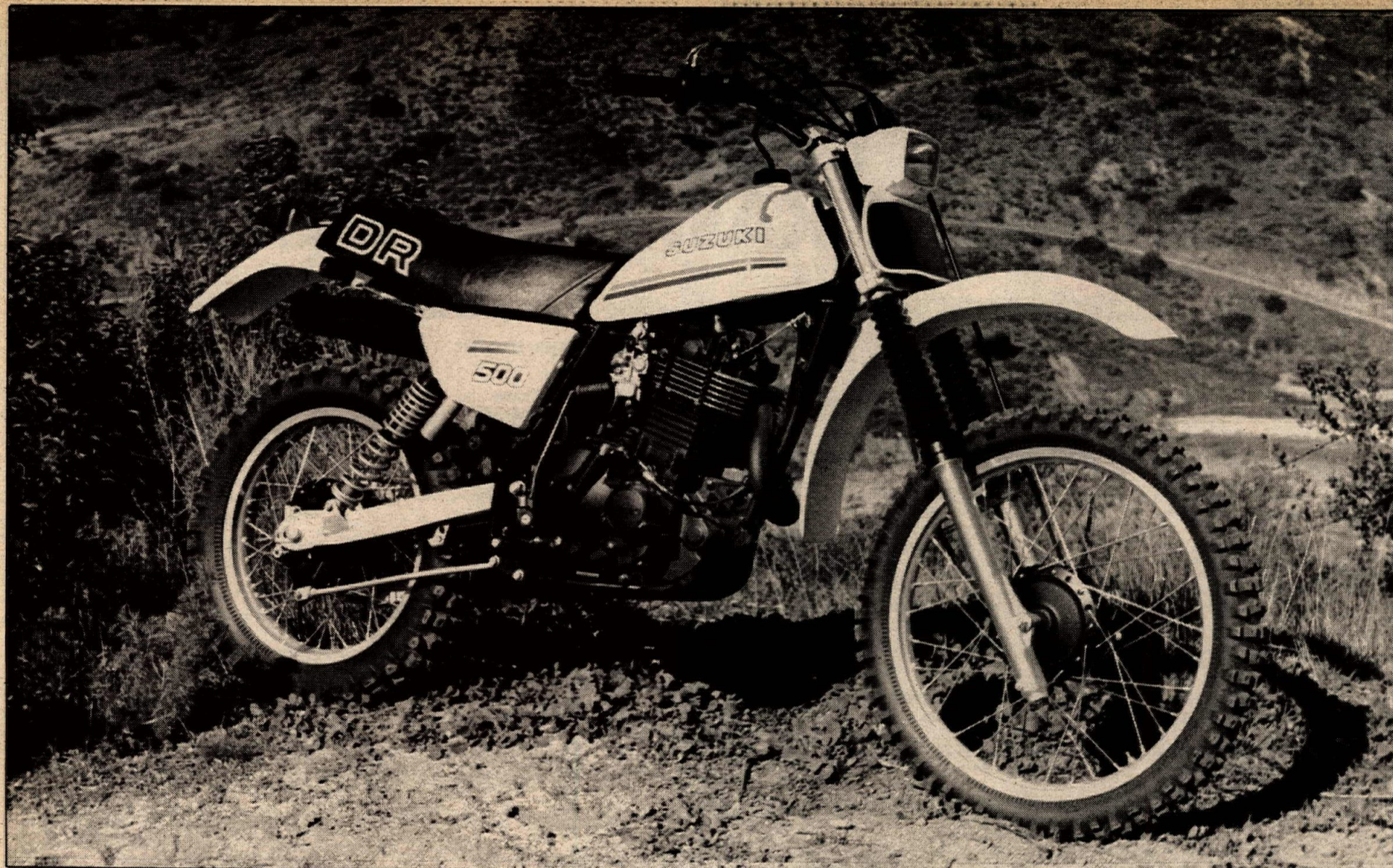
Supercross: Seattle split



Impression:
Suzuki's 1982 DR500Z

How to:
Hammer's sponsorship tips

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



The DR500 Z pleases the eyes and looks like it belongs on the trail. For more serious work, though, a couple changes should be made. Then, it's fun time!

Impression: Suzuki DR500Z

The motor is the ticket

By Mark Kariya and Karel Kramer

Remember those funky "B" movies and TV shows where some plain Jane is transformed into a Christie Brinkley lookalike simply by removing her hideous secretary glasses, let-

ting her hair down and giving her a new wardrobe? You may have even seen a girl (or guy) that might not be so fine at first, yet you know that with a quick going over, there'd be a world of difference.

After a few hours in the saddle of Suzuki's latest DR500, we feel the same way. The bike has definite potential (read: fantastic motor), but it possesses flaws as it comes off the dealer's floor that prevent you from fully enjoying what could be. A few changes here and there, though, would produce one *fun* motorcycle. Stock, the DR isn't bad for just putting and casual riding. Twist the throttle a little further and knuckles become white, bringing fun to a wide-eyed halt.

Kicking the tires

If you've seen the ads for the DR500Z or seen one up close, you'll agree that it's a pretty bike. White bodywork with three-tone blue stripes on the sides of the 9.0-liter steel gas tank and the plastic side panels highlights its appearance and sets off the black frame and engine.

A small rectangular headlight sits in a white plastic housing above the

smallish black plastic number plate which hides the tool kit. A small odometer resides above the headlight and is resettable, though we didn't get a chance to verify its accuracy.

The black, nicely padded seat provides a comfortable spot for resting and is emblazoned with "DR" in bold, white outlined letters on the rear of each side. Behind the seat is a small enduro-type tail light mounted on the wide white plastic fender which, like its counterpart in front, does a good job of keeping mud and junk off the rider.

Remote reservoir gas/oil shocks are laid down on an extruded box-type aluminum swingarm, providing 8.5 inches of travel. A 5.10-18 4PR Bridgestone M22 helps hook the engine's potent power pulses to the ground while the rod-operated full floating rear brake does its best to scrub off accumulated speed.

In front, air/oil leading axle forks let the 3.00x21 Bridgestone M23 move through 9.1 inches of travel. Black boots help keep grime out of fork internals and there is no balancing or crossover tube. The full-width hub houses a single-leading shoe brake and drives the odometer.

Getting dirty

Fortunately, the DR is equipped with a compression release (the lever located above the clutch lever) to ease starting chores, which can also be accomplished in gear thanks to the primary kick start. The choke lever on the 35mm Mikuni must be pressed down to start a cold engine but is unnecessary once things have warmed up.

Even with the manual compression release, starting required a strong and swift kick, often several, to light the fire in the single overhead cam engine. Even after killing the motor or falling, though, it took a few good boots.

Pulling in the clutch lever is easily accomplished thanks to its light pull. Engagement is smooth and predictable, and its action could not be faulted in most situations. We ran into one tight section requiring repeated clutch slipping due only to the physical tightness of the trail and not any power deficiency. That was the only time the clutch faded, but after about 10 minutes of more casual riding, its normal action returned. No further problems were encountered.

The five-speed transmission was OK. When we first got the bike, shifting seemed stiff but loosened up in time. The shift from first to second remained uncertain while we had the bike, though, and we would have preferred the shift lever maybe a half inch longer. It does have a folding tip this year.

The internal gear ratios seemed just a bit too close for our tastes, at

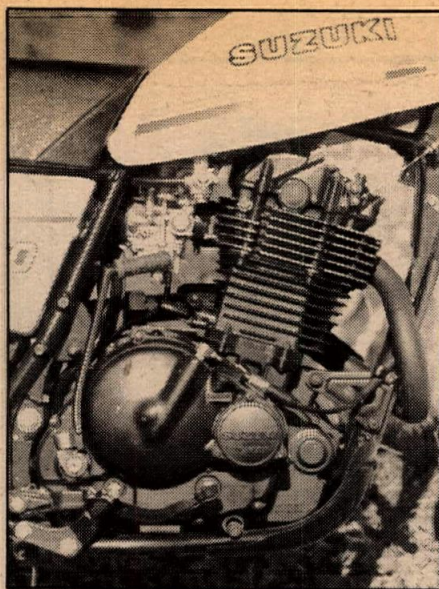
least when it came to trail riding situations. First was a little on the tall side, and when we got into an extremely slow trials-type section, it became necessary to keep two fingers on the clutch. Otherwise, the engine had a tendency to suddenly die while chuffing along.

At the other end of the scale, on long straights in the desert, it felt like we could have used a sixth gear a couple of times.

The first thing that hits you when the wheels start to turn is *p-o-w-e-r*. It's there from the moment a spoke spins to wherever redline is, and it's there in droves. Our local horsepower fanatic jumped on it for the first time, wheeled away and was seen later shrieking with glee as he jumped and skidded around.

With the DR, you can dial in as much, or as little, power as you want or need, too. That's what makes it especially fun. A slick corner, a long wheelie or a full-on assault on the local Matterhorn — all are easily tackled with confidence stemming from the predictable power output. Low revs or high, power is always there and ready to climb.

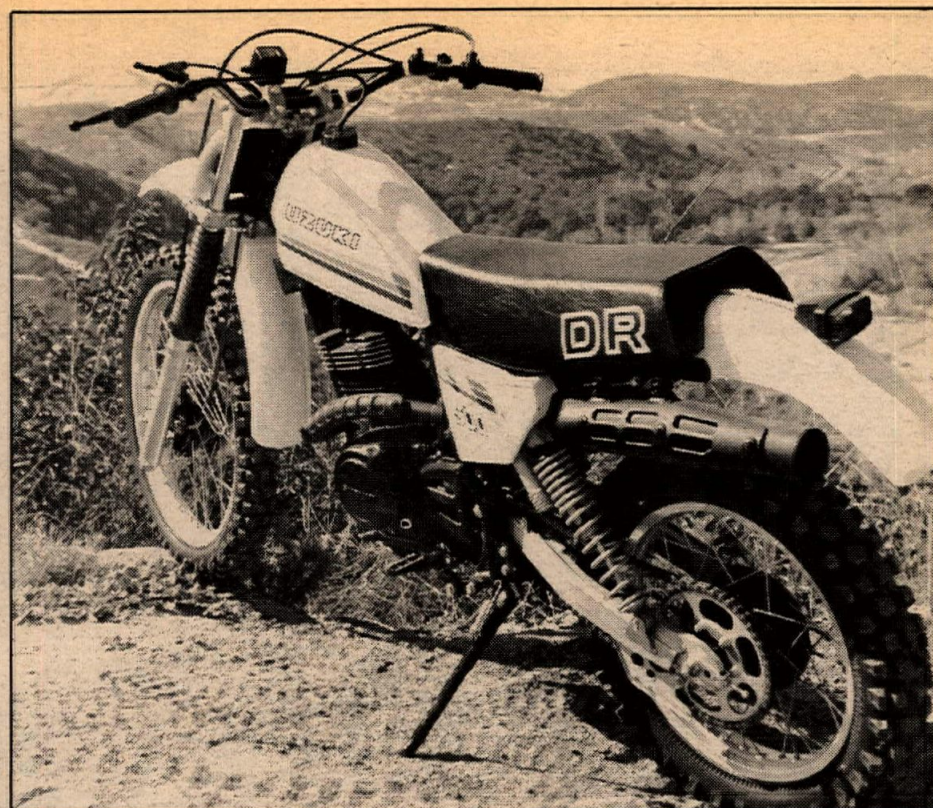
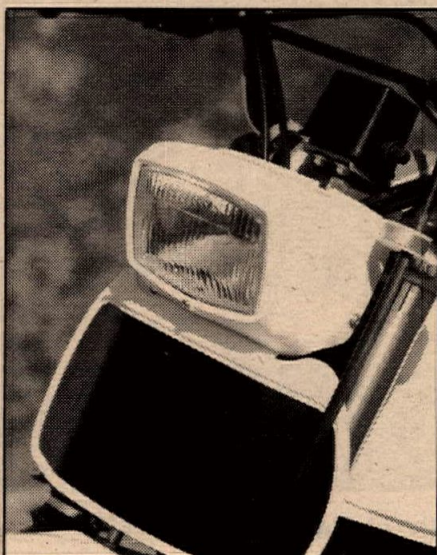
What's not there is good suspension. Our biggest complaint centers on the forks. As delivered, they were too soft. Shut the throttle, hit the front brake, and 95% of the travel was gone. However, damping rates seemed fairly close. With some quick and easy fixes like adding five to 10 weight heavier oil and perhaps raising the level plus adding a few pounds of air to suit the rider would improve things tremendously.



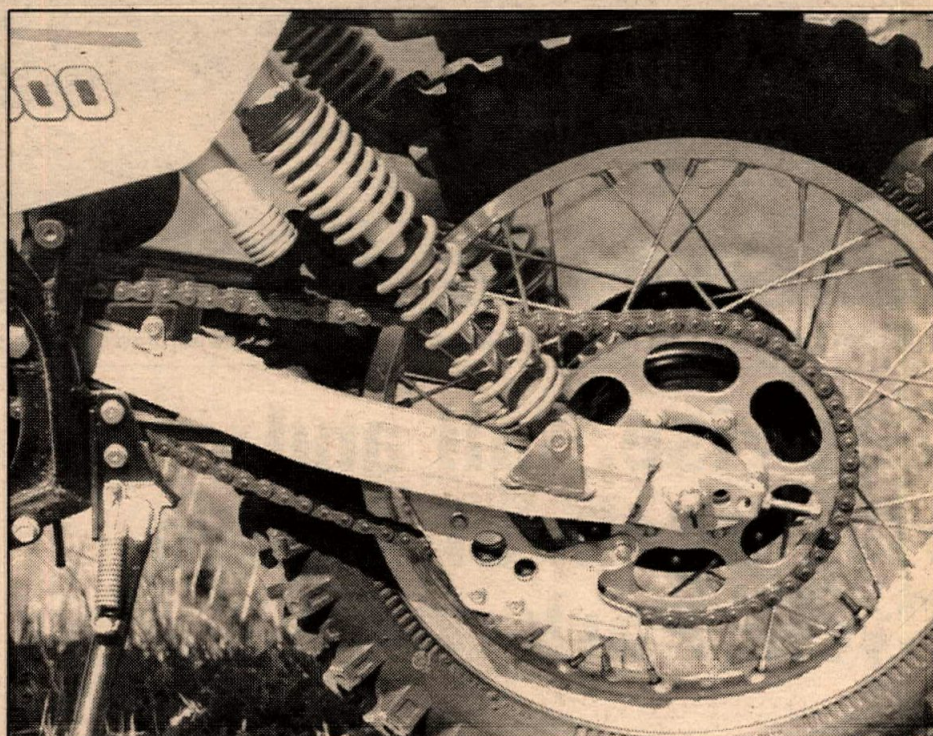
Strong motor (above) and weak forks (below).



(Above) Playing is fun. (Below) Headlight extends fun time.



The left side reveals the quiet pipe (above). The shocks (below) were mediocre.



In the back, the problem isn't quite as simple. The shocks are delivered in the middle of five preload settings. However, they felt a bit too soft, and changing the preload wasn't a viable alternative since the compression damping is too stiff and the rebound damping too light. There is nothing you can do to change that. The only fix is an expensive one — replacing the stockers with a pair of good aftermarket items. If you don't mind a little bouncing at slow speeds, and you don't go fast enough to bottom them hard, though, the stock shocks are adequate.

Brakes could also be described as adequate. The front does an OK job of slowing down the claimed 282 dry pounds. It's not particularly strong, but it is predictable.

The rear brake was also predictable — it would always lock up, especially on killer downhill. Backing off the adjuster helped a little bit, as did the passage of time, but it seemed that the only thing the brake pedal was good for was stopping the wheel instantly to send it skidding. The hot ticket on downhill was to jam it into first gear and use the front brake.

Surprisingly, the overall handling of the DR was good, indicating correct basic frame geometry. It seemed to want to do the right things most of the time. Only the suspension let us down.

The weight and heft of the bike kept cropping up. There is a chrome-plated grab handle on the right rear of the DR for horsing it around, but no one short of Lou Ferrigno will

actually pick up the rear with it. Dragging the back around is possible.

When pushing the bike hard, you'll never forget that you're riding a physically hefty motorcycle either. That and the mediocre suspension will temper one's desire to go ultra fast over rough terrain.

Little things

As a whole, the DR is well finished, and all the bits and pieces seem to be of good quality. The levers are dog-legged and easy to use. Even wet boots will have a hard time slipping off the sawtooth pegs. The black bars have a decent bend, though personal preference might dictate a change. The peg/bar/seat relationship fit a variety of riders.

The exhaust system tucks nicely away on the left side of the engine and is quiet, though the throaty note issued titillated our resident thumper freak. The foam air filter sits under the seat in a tight cavity. On the other hand, the oil filter is easily accessible on the right forward side of the engine. A small window on the ride side case lets you check the oil level at a glance.

Don't count on the headlight to light the way in a Baja race; it's only there for convenience.

Overall, we came away impressed with the DR's engine more than anything else. It wasn't too bad for just casual riding, but when pushed, things weren't so pleasant. Some extra dollars spent on suspension would go a long way toward making it a better all around playbike.

Specifications

Engine

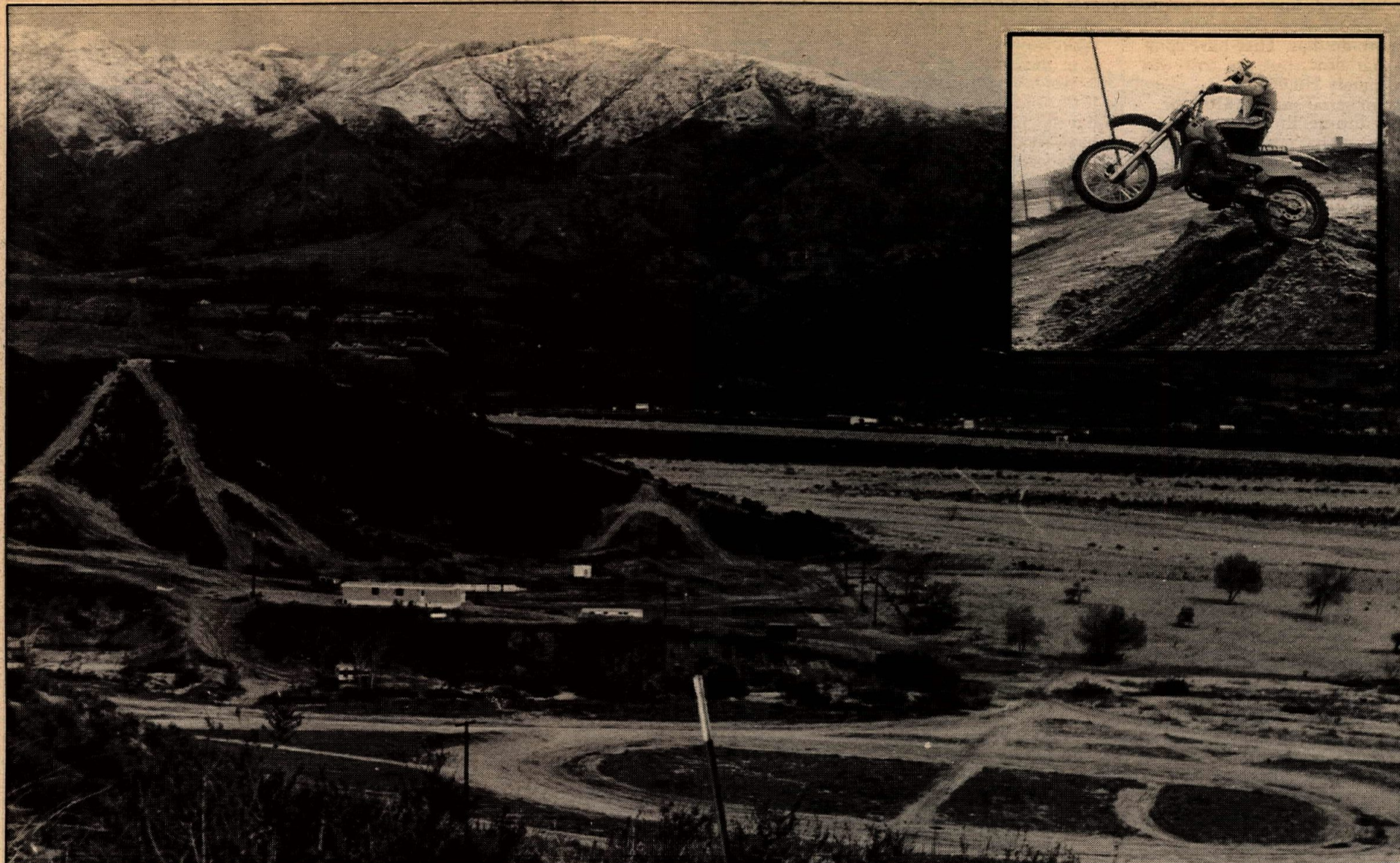
Type	Four-stroke, air-cooled, SOHC single cylinder.
Bore x stroke	88 x 82mm.
Displacement	498cc.
Compression ratio	8.9:1.
Carburetor	Single Mikuni VM35SS.
Air filter	Polyurethane foam element.
Starting system	Primary kick.
Lubrication system	Wet sump.
Transmission	Five-speed constant mesh.
Clutch	Wet multi-plate.
Ignition	Suzuki PEI
Headlight	6V 15/15W.
Tail light	6V 5W.

Chassis

Front suspension/travel	Telescopic, oil dampened/9.1 in.
Rear suspension/travel	Swingarm, gas/oil dampened, five-way adjustable spring/8.5 in.
Rake	30°.
Trail	128mm (5.04 in.).
Front tire	Bridgestone 3.00x21-4PR M23.
Rear tire	Bridgestone 5.10x21-4PR M22.

Dimensions

Wheelbase	1465mm (57.7 in.).
Ground clearance	270mm (10.6 in.).
Dry weight	128kg (282 lbs.).
Fuel tank capacity (total)	9.0 liters (9.5 U.S. qt.).
Reserve fuel capacity	1.6 liters (1.7 U.S. qt.).
Engine oil capacity	1.6 liters (1.7 U.S. qt.).
Fork oil capacity	287ml (9.70 U.S. oz.).
Suggested list price	\$2,099.



High above Arroyo Cycle Park with the snow capped San Bernardino mountains in the background. (Inset) Jeff Hicks glides his Yamaha off into space.

The rise, fall and rise again of Arroyo Cycle Park

By Lance Bryson

It was nearly 10 years ago that Arroyo Cycle Park opened its gates to off-road motorcycle riding. At the time Arroyo quickly became one of SoCal's biggest and roughest riding areas, but despite the loyalty of some riders, the park closed its gates in 1973, for a variety of reasons.

After nine years of simply occupying a spot on the list of San Bernardino County's land holdings, Jerry McNeal finally triumphed in a six-year battle to reopen the park. McNeal, once the founder of the California Racing Club, one of California's largest promoting organizations, managed to get both county approval and much needed Green Stickle money to complete the task.

Fifty-five miles east of Los Angeles, Arroyo Cycle Park is nestled between the Devore area and San Bernardino State College, off Interstate 15. It's approximately the same size as Indian Dunes, encompassing 300 acres. Although no races are scheduled there before Mar. 7, the park is open seven days a week for play riding or hot laps on the motocross course.

Like a hot local rider, Arroyo has come to the attention of the factory motocross teams. Yamaha made

arrangements with the park to build a stadium-style MX track for its riders to practice there and prepare their machines for the Wrangler Supercross Series. The likes of Goat Breker, Brian Myerscough, Bob Hannah, Jeff Hicks, Mike Bell, Broc Glover and Johnny O'Mara have all done testing at Arroyo.

I met with McNeal recently to discuss the chain of events from the park's close nine years ago to its present comeback. I was just one of many who had raced at the park during its heyday, and like others, I never really understood how such a beautiful park had closed.

Jerry, could you take us back 10 years and explain just what happened with Arroyo?

Originally Arroyo Cycle Park was opened in 1972 by three partners who got the program going. They were basically riders and really didn't have a lot of experience in running a motorcycle park. They were able to get financial backing from about five

or six people who invested in the park, but the investors knew very little about running a motorcycle park as well.

They ran the park for about a year, quite well for about six months. After six months the investors started insisting on getting their money back. There just wasn't that much money coming in and eventually the three partners dissolved the partnership and the park went out of business.

It really wasn't because of lack of entries; they did quite well here at the time, drawing anywhere from 150 to 250 riders on a motocross weekend, and the track was well thought out. In fact it was very popular at the time. But because of the financial situation they had to close it down.

The partners had a lot of trouble with the county due to the fact it was county property and they had a lease with the county, so eventually they went out of business.

One of the things that they did do though, back in mid-'73, was to put on the first national-caliber 125cc race. Back at that time you didn't have Yamaha or Honda or Suzuki or Kawasaki into the 125s. What you had were Puchs, DKWs and Hodakas — things like that, and it wasn't very long after that that the AMA picked up on it and made a series out of the 125s.

At the time they went out of business I talked to the main financial backer, but his price for the place was just astronomical; way too much. I could understand why they didn't make it. They had so much invested that their return on the investment just wasn't that good.

I didn't pay too much attention to the place for about three years. Then I started negotiating with the county to try and get it reopened, and I worked with them and the state to try to get the park open up until 1979.

So you passed on it for about four years, then came back and started

negotiating with the county and the state to try to reopen it. And that was in what year?

About '76 or '77. There were some problems that had happened when the park was opened. Originally, the sheriff was against the park because the road leads into where his academy rehabilitation centers are. He really didn't want anybody using the road.

We finally overcame that by talking to various people and the sheriff finally agreed to let us open up the park. One of the problems the original partners had was that they used to come across the sandwash. That was their entrance to the park. Well, every-time it would rain the road would wash out and they'd have to repair it. Near the end when they were operating the park they got access to use the sheriff's road. So when I negotiated with the county, I insisted that we be able to use the road. That was one of the big problems we had to overcome. Once we overcame that, we got the county really excited about opening the park. It took a couple of years to get everything negotiated down, but eventually in '79 they decided to go ahead with it, and it's taken until '80 to get it opened.

The county had approximately \$50,000 in their Green Stickle fund. They used that to upgrade the well, install a water holding tank and buy some fence material.

We asked for a grant from the state from the Green Stickle fund. They initially approved \$470,000 to be used to improve the park. Now that was to be used for additional fencing, developing the trails, to put in a sprinkler system and lights for the motocross track. They sent down 10% of that money to the county, which was \$47,000. The county has spent about \$10,000 of that on an aerial survey of the property and the rest is to be used for engineering work.

Why an aerial survey?
It's something that the county

required. I don't know exactly why but it was necessary. I was told that they had to do that. They have completed that now, but the cost was approximately \$10,000!

For just an aerial survey? \$10,000?
In the meantime, the state has come back to us and has cut out about half of that money; the reason they gave us is that they cannot fund anything that's competition-related. In other words they will not spend any money on the motocross track at all or a grand prix track, which means they won't put in any sprinklers or a lighting system.

Didn't they tell you that in the beginning? What now?
No, not at all. That's apparently a new policy. So now all we can do is develop trails, put in permanent restrooms, fencing, some water system and some security lighting, but they won't allow any of the competition-related items which really puts a bind on us because we really were counting on that.

One of the big problems we have here is watering because the track itself and the area is so hilly. It's extremely hilly and it's almost impossible to water it with a water truck. We've broken three water trucks out here trying to water the track.

When did you first open?
We opened in May of '81, and we had about six weeks of really heavy racing. We were drawing 250 to 300 riders every week. We had an Inland Empire Dealers Association motocross series. That was a three-week series which did extremely well. We were even outdrawing Saddleback and Indian Dunes, which is pretty hard to do.

After about five or six weeks we found that we really weren't able to water the track properly. We were just breaking too much equipment. So we actually shut down racing completely during the summer and we've only run maybe three races since the summer.

We've kept the park open for open riding since May but we have shut down the competition and plan to start again in March. The reason we're starting it up again is that we put in an irrigation system here which is on loan from the county.

It's actually farmer irrigation systems but they're extremely...well, they leak a lot. They take a lot of maintenance to keep them up and they break a lot and the riders keep riding over them. We did go to the county, which released approximately \$6,000 for PVC material to be buried under the ground.

The soil here is almost perfect when it's wet. I mean, just perfect soil to ride on. It's very loamy. It's in between sand and decomposed granite. We have almost no clay at all out here. All the riders just love the soil until it gets dry. When it gets dry, it does get dusty and that's been our major problem so far.

The track is very long and it's got giant hills in it. Bob Hannah said it was a National-caliber track. We'd eventually like to put a National on here because the track is designed with AMA specs in mind. It has a 120-foot starting gate. The whole track is completely fenced with a five-foot chain link. The only part that doesn't meet AMA specs is the pit area, because it's not completely fenced off. We plan to have that corrected in a couple of months anyway. The total acreage here is 300 acres.

Is that counting the complete park?
That's counting everything. We could put in about an eight mile grand prix track by utilizing the whole park. You'd have to run a grand prix at the right time of year in the winter time due to fire hazards, even though we have fire breaks. We even have an

area set aside for an ATV track. We also have a second motocross track right now. It has a 100-foot starting gate on it and is irrigated.

We do have a flat track which is a little under a quarter mile but we haven't run any races on it yet. We have an area set aside for a speedway track, which is going to be made to the exact dimensions as the one in San Bernardino. We have a giant sandwash that you can run in although, we have to get special permission for it. We could easily put on an off-road race for cars out here. We're still working with the state to try to get them to change their policy so we can put in some competition-related facilities.

What is their main gripe against competition? It's sports related.
I think their main gripe is that competition bikes don't pay a Green Sticker fee, for example your Yamaha YZs. They get an Orange Sticker which doesn't contribute to the Green Sticker fund. Where your ITs do contribute — you get a Green Sticker for that. Probably 80% of your bikes that are involved in racing don't pay a Green Sticker fee. Another 20% do. But since it is a small amount they don't feel that they should fund competition-related items.

I don't want to be the authority on that but that's my opinion of what they're telling us. It's really too bad because a off-road park really can't make it without competition. There isn't one park in southern California or the United States that could even break even if all they had was open riding. Saddleback has told me that and so has Indian Dunes, and those are the two most successful parks around. Neither would DeAnza Cycle Park; if all they had was open riding they would not be able to break even. Competition brings people in here. All of the Green Sticker parks are in competition with each other.

Being that they're so close in southern California, especially?

Yes, especially DeAnza and Arroyo. They tell us that both of us are competing for the same amount of money. However, things are working out and people just need to know we're out here racing.

What races do you have here scheduled at Arroyo?

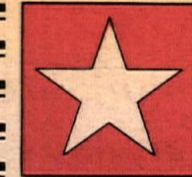
We have CRC grand prix races scheduled here through the year. We have one race in each one of the CRC series. Same way with NMA. Whenever they have a series they have one of their races here. CRC is going to have a five or six race series of stadium races inside parks like Indian Dunes, Saddleback, and Arroyo will be included in that. An actual stadium race on a stadium-type track in regular parks. Even a Malcolm Smith Series is scheduled, which will be in March or April, and that will be put on by IRA.

Taking a tour around Arroyo brought back many memories because the park hadn't changed a bit. The dirt was still excellent, and improvements have been made in the way of fencing, starting gate, and the pits. What about the track? National caliber! It is still one of the finest parks in southern California.

While I was there two of Yamaha's finest, Bob Hannah and Jeff Hicks, were on hand and their impressions of Arroyo coincided with mine. "Arroyo is one fine track," said Hannah, adding, "I would like to see a National here. The dirt is just right."

Arroyo is not only a great track, but it's wide enough, long enough, and it offers good spectating, and spectators are just as important as the riders.

If there are any promoters who would like to get in touch with McNeal, he can be reached at 714/887-1567, or 714/689-6114.



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support rider Danny Chandler, who's running second with 79 points on another CR125R.

All of which proves one thing. When you choose your own MX mount, you can put your money on a CR and get points, or gamble it away on one of the competition's longshots.

HONDA
FOLLOW THE LEADER

Bruce Hammer of Chevron-sponsored Team Hammer talks about landing the big sponsor

By B. H. Blears

In early 1981 a red, white and blue Formula One Suzuki fitted with a monster 1170cc GS1100 engine showed up at its first endurance road race, sporting Chevron logos and ridden by Bruce Hammer and John Ulrich. Everywhere the pair went their bike was the fastest thing on the track. By the second week of September they had won four-hour races in Wisconsin and New York, took first place in a six-hour in New Hampshire, finished second behind Eddie Lawson and Ron Pierce's factory-sponsored Kawasaki in a six-hour in California. It seemed like the only time things didn't go according to script was in that first race, a four-hour in Georgia, where the pair had a 2½-minute lead before the carburetors fell off. They finished fourth, but the carburetors never fell off again. This interview asks the obvious question: How the hell did these guys get sponsored by Chevron, and what are they going to do in 1982?

What's the latest with Team Hammer?

Things couldn't be better. A year ago, Team Hammer was just an idea. We didn't have a motorcycle. We didn't have any major sponsors, just a few people who were going to help us out. Now I've made deals with Chevron, Vance & Hines Racing, Wiseco Pistons, Deraile Oil Coolers, Emgo Oil Filters, and U.S. Suzuki Motor Corp. for a major effort in 1982. That effort will include the six-event Budweiser

doing it, which was to extend ourselves to the limit financially and put the money into racing. That's what we did. We put everything into the motorcycle and race effort instead of buying nice stereos and trick cars and going on weekend vacations to the mountains to go skiing. We put all our money and effort into the motorcycle and it paid off for us this year. Our 1982 program will clear up 1981's debts and keep us going until 1983. But why endurance racing?

got involved and pretty soon endurance racing was a World Championship with races in Japan and all over Europe. Now for the first time in what seems like forever, Kawasaki won the title, and they should thank Honda for making it mean something in the first place.

We felt that the same kind of scenario was possible in the U.S. Team Hammer is involved with Chevron and Suzuki and already the other Japanese manufacturers are talking about fielding endurance teams for the Budweiser Series. All of a sudden a lot of people are taking endurance racing in the United States very seriously. It's pretty remarkable. Chevron's involvement in 1981 was just a real little research project. In 1982 Team Hammer is part of Chevron's marketing program, and soon you're going to be able to pick up a bottle of Chevron motorcycle oil and it's going to say "Endurance Race Proven" on it. There are going to be Team Hammer advertisements. Other companies are going to be advertising endurance race

now works at Chevron Research. The original idea was that Chevron would hire a racer and his racebike for one day and they would rent a racetrack and the racer would drone around and they would take oil samples.

Two things happened all at once. First, the guy found out by making inquiries that all the top superbike riders had oil contracts. Second, he got the name of Mike Spencer, who didn't have a ride with anybody at the time, and asked if he was interested. Spencer was negotiating with Yoshimura and Honda for the 1981 season and said that he couldn't do it, but he knew that I was going four-stroke racing in 1981 and gave the Chevron guy my name.

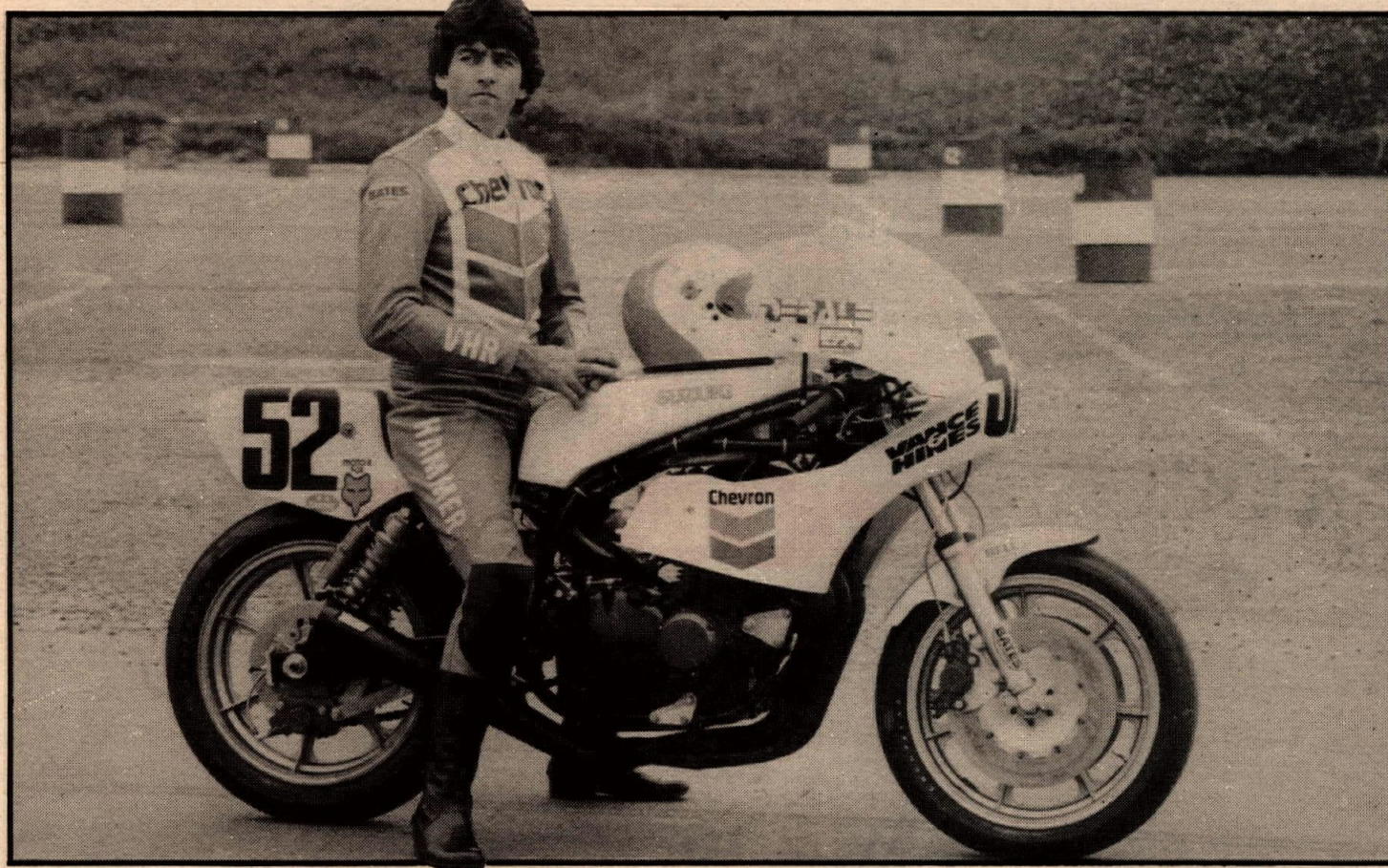
He also told me the guy's name and I immediately sent the guy a telegram and arranged to borrow a superbike. Then Chevron decided that having a guy ride around one day wasn't enough of a test to prove the oil, and set out to convince the company that they should go racing with Team Hammer. At least now I had somebody to talk to and write to and send telegrams to, and that's what I did. I contacted him a couple of times a week for months. It involved many letters and proposals, revised proposals, a trip up to San Francisco in a new suit I bought just for the occasion. I made my pitch to the people at Chevron headquarters in San Francisco, and the fact that I didn't look like a "typical motorcycle racer" helped. They perceived me and Team Hammer as a realistic proposition. I wasn't just some guy out for a free ride or a couple of bucks. I had a serious race effort going, one that was professional and first class all the way around. The fact that I had typed written proposals and nice brochures and letterhead stationery and business cards and a suit and tie and the ability to talk to them as an intelligent businessman all helped.

It took seven months from the time of my first contact with Chevron to the day that a motorcycle wearing the Chevron Hallmark rolled on a race track.

But how can you claim to have operated in the red in 1981 when you had Chevron backing?

Well, one of the things racers usually don't understand is that a company has a certain amount of money to spend on some project. When looking for a sponsorship the typical guy asks the company "How much will you give me?" Or else a racer will make a list of everything he thinks it will cost him to go racing on the same scale as American Honda and they present it as a would-be sponsor with an \$80,000 budget and they never get anything.

We sort of felt out how much money Chevron was interested in spending and gave them three proposals bracketing that amount. They went for the top-of-the-line proposal but it turned out it wasn't nearly as much as we needed. John and I had to run our own credit cards up to the limit and twice friends in the east loaned me money to bail us out of tight spots. Friends of mine put me up for two weeks at a time out on the east coast. We operated in the red because we had made commitments to people to do these endurance races, and we felt that the concept of Team Hammer was worth it. We were confident, or at least we kept telling each other that we were confident, that if we maintained a professional effort and did well in endurance races, we would be able



Bruce Hammer (shown) put together a quality race program with John Ulrich. Their reward was backing from Chevron.

500 series and the Daytona 200 Formula One race. We hope to end 1982 as Budweiser Champions, and if the AMA sanctions that series like they're talking about doing, we hope we'll be AMA Endurance Champions. **How did you put together this megabucks effort in the first place? Out of the blue you show up at 1981 endurance races with backing from a major oil company. You obviously had better equipment than anybody else. How did you do it?**

It's a good thing John isn't here, because calling Team Hammer "megabucks" makes him furious! It's understandable that people thought that about us. We were perceived just the way we wanted to be perceived, as a professional, first-class operation. People saw what we had and jumped to their own money conclusions.

But the reality is that John and I are still making payments to our various credit accounts. We did what many other racers could do if they felt like

Because two guys could pool their resources and go racing, with both getting to ride. We knew that endurance racing in the U.S. was a club, or amateur type of deal, not organized into a series. But we knew that AFM Pro's Rudy Galindo was working on a series for 1982 and we felt that we could help bring professionalism to endurance racing. Honda did it in Europe. Honda wasn't involved in Grand Prix racing in the early '70s and went looking for some other racing in which to prove their bikes and beat people. They chose endurance racing, which then was not big time. But Honda, through their efforts, added that big-time glory with advertisements and promotions touting their victories, and they brought in salaries for riders and spent money and pretty soon other people decided that since Honda was in it that maybe it really must be a big deal. So the other manufacturers got involved and companies outside motorcycling

accomplishments and it's all going to help endurance road racing grow. Endurance racing is going to come of age in the United States.

But how did Chevron get involved with Team Hammer? What did you do to get them interested?

We decided in the fall of 1980 that we were going to hit up all of the big oil companies as the logical place to begin a sponsor search. One of the hardest things we faced was finding the right guy inside the company. You can't just phone up and expect to get connected to the head of Chevron or whoever it is who makes the decisions. In many cases I did a lot of research through advertising agencies or whatever to find the right guy, but in the case of Chevron we lucked out. Chevron wanted to get into the motorcycle oil business and needed a racebike as a test bed for the oil. The project got handed over to a motorcycle rider and race enthusiast, a guy who used to be a professional car drag racer and who

cash in for 1982, which is exactly what we're going to be able to do.

We made an investment in ourselves and endurance racing. We're approaching racing just like anybody else approaches a business proposition. You take a certain amount of money, invest it in a business, and you hope that with a lot of work and a little luck the business will be profitable. What Team Hammer is facing in 1982 is not massive profits, but at least we'll be operating in the black, maybe marginally, but still in the black. At the same time we'll provide a lot of people with some exciting racing and we'll have a lot of fun out there, see a lot of the country and meet a lot of neat people.

I have to admit that the main reason John and I race motorcycles is that it's a fun thing to do. If it were only a business we'd go out and buy houses or something. What we're trying to do is fulfill what many racers dream of. I've heard people say, "Boy, if I could just race and have it pay for itself, never mind making any profit, that'd be fantastic." Motorcycle racers really love motorcycles, and that's the main reason they're out there. If they can make a little money at it at the same time, that's even better.

Still, isn't the fact that you were able to afford to pick up the bills where the Chevron money ran out rather unusual? You must have some other source of money not available to most racers.

Here we go on the megabucks trip again! We've heard it all before. Some guy was harrasing John in the winner's circle at Riverside, pissing and moaning about how if he had a nice job like John's he could afford a good bike, too.

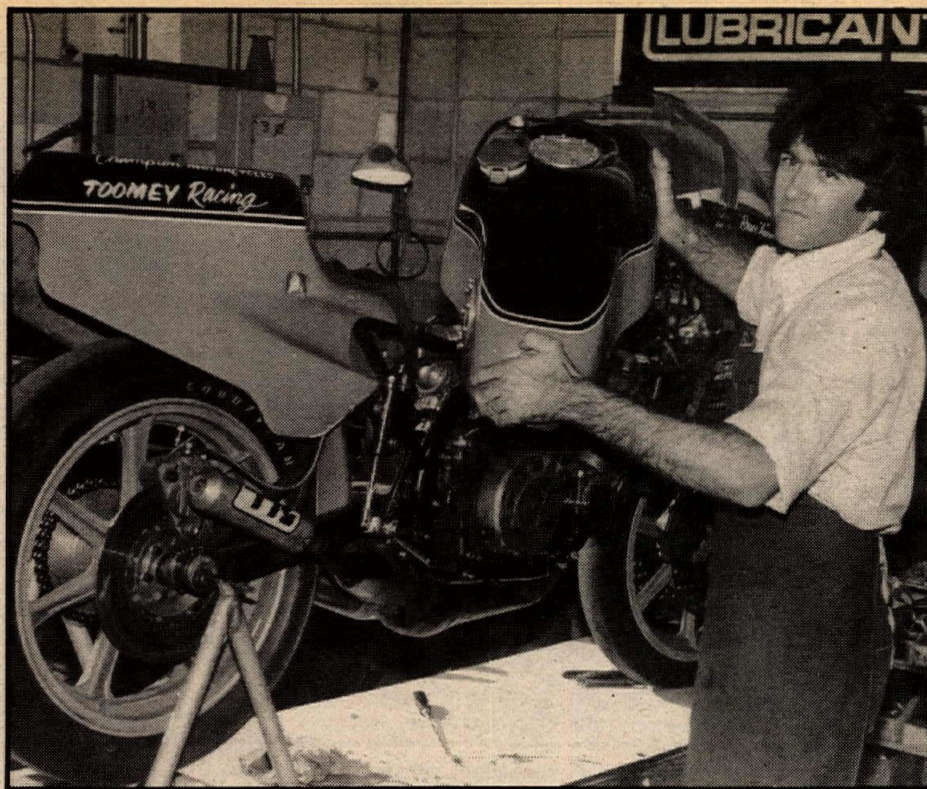
Well, John Ulrich and Bruce Hammer weren't born with money, not with any amount big or small. We both put in lengthy training programs in our respective professions. We both spent a lot of time getting to the point where we could afford to go to the limit credit-wise and have the credit rating that allowed us to borrow the money we needed to go racing. We didn't just dream about being a big-time racer, we worked on our dreams and made something happen. We both hold down full-time jobs, and that's one reason why John had to fly to most of the races. He raced on his vacation days, not company time. So other people thought that was an example of our megabucks, that this guy would fly all the way to the east coast for an endurance race. In reality he had commitments at his job that required him to be at his job, so he had to fly even though we would have been better off to spend the money on tires or race gas or whatever.

You don't just walk into being executive editor of a magazine or one of the top guys in a custom cabinet shop. I was a four-year apprentice, starting at the bottom and working my way up. John had to go to journalism school, college and graduate and get his diploma and support himself at the same time.

While we were doing that we were working on our racing careers. Chevron didn't just pick me out of a hat. One of the reasons they went with Team Hammer was that we had some statistics and results to back up our potential. At the time I was ranked number two in AMA Formula One, which was no small feat for a privateer guy who drove his own truck and worked on his own bike and made payments on the bike to his credit union.

In 1980 I made it to the winner's circle at an AMA National. When is the last time that these guys whining about Team Hammer's Chevron connection did that?

John had been very successful in endurance races in 1980, although the



Hammer privateers a Yamaha TZ750 at National road races.

Chevron guys didn't even know he was co-riding until after I signed my contract.

The point is, Team Hammer wasn't just a couple of Johnny-come-lately's showing up and saying "We'd like to go racing, how about some money?" We made commitments not only in our racing careers, but in our other careers, which obviously required careful planning of your time and a little bit of compromises. When you've got a family and you've got a full-time job that you've got to hold down, it makes racing much more complicated. Team Hammer is not going to apologize to anybody for what we have. It wasn't a gift from Chevron. They hired Team Hammer to test a new motorcycle oil that is going to be on the market soon. It's a real fine product and motorcyclists throughout the country will benefit from our test program. Chevron hired Team Hammer specifically because of my background and results as a racer and because our endurance racing perfectly suited their test bed needs for their motorcycle oil.

Don't get excited! I'm just asking the questions people want to have answered.

Well, a lot of people also think that we bought this magic bike and it worked perfectly everywhere and we won big, no sweat. The bike was finished two days before our first event and we went right to the racetrack. We had to tune the bike, get the suspension working. In fact, at every race we made changes and it got better all along. We didn't order the bike ready to race. We assembled it, we built it. There are parts on it that I made and parts that John made. We got the frame from Moriwaki and John had some forks laying in his garage. We ordered wheels and brakes and stuck all the parts together. It's a one-off custom-fabricated thing and the fact that it finished every race we entered is a remarkable feat as far as I'm concerned.

It's remarkable it even worked! We took a Moriwaki chassis for a Kawasaki and had it modified to hold a Suzuki engine and the crankshaft wasn't even in the same place anymore, so we didn't even know if it would work. We made it work.

What's really amazing is how much negative response we got from everybody when we told them we were using Vance & Hines motor parts. They actually laughed at us! "Ha!, what do those drag racing guys know? They can go 1/4-mile at a time, sure, no

problem. But when you're talking endurance racing, forget it. That thing's going to grenade before the first hour." People said that, more than once.

It was really gratifying for us to disprove all those people because Terry Vance and Byron Hines really do know what they're doing and they know how to make horsepower whether it's for 1/4-mile or 24 hours. One of the things we really felt strongest about was the combination of the Moriwaki chassis and Byron Hines' expertise in the form of a Suzuki GS1100 engine; we felt it had a lot of potential.

What can you tell the guy who wants to land a big sponsor?

It's hard enough to get sponsorship help within the motorcycle industry. When you're talking about bringing in some company not now involved, you're really trying something difficult. But it can be done. Look at Wrangler. Or look at Chevron. They've never been in any type of racing before.

Number one, you have to have some kind of track record. It's a kind of Catch 22. If you don't do well enough, you can't sell yourself or your program on potential results. You can't go to a sponsor and say "I never raced before

but I went to the California Superbike School and I think I'm the next Kenny Roberts so give me some money."

You have to do some racing on your own. Borrow money, get two jobs, whatever it takes. One thing I think people fail to capitalize on is club racing. A guy could be 125 Production champion and that says something. At least he's established himself as the best 125 Production guy in that whole club organization.

Beyond that, you have to have a game plan. You have to decide what you're going to do with your racing. Most people think it's a fun thing to do and that it would be nice to get sponsorship help, but they wait for the guy to call them on the phone or to send them a letter offering them sponsorship.

It never happens that way. Never.

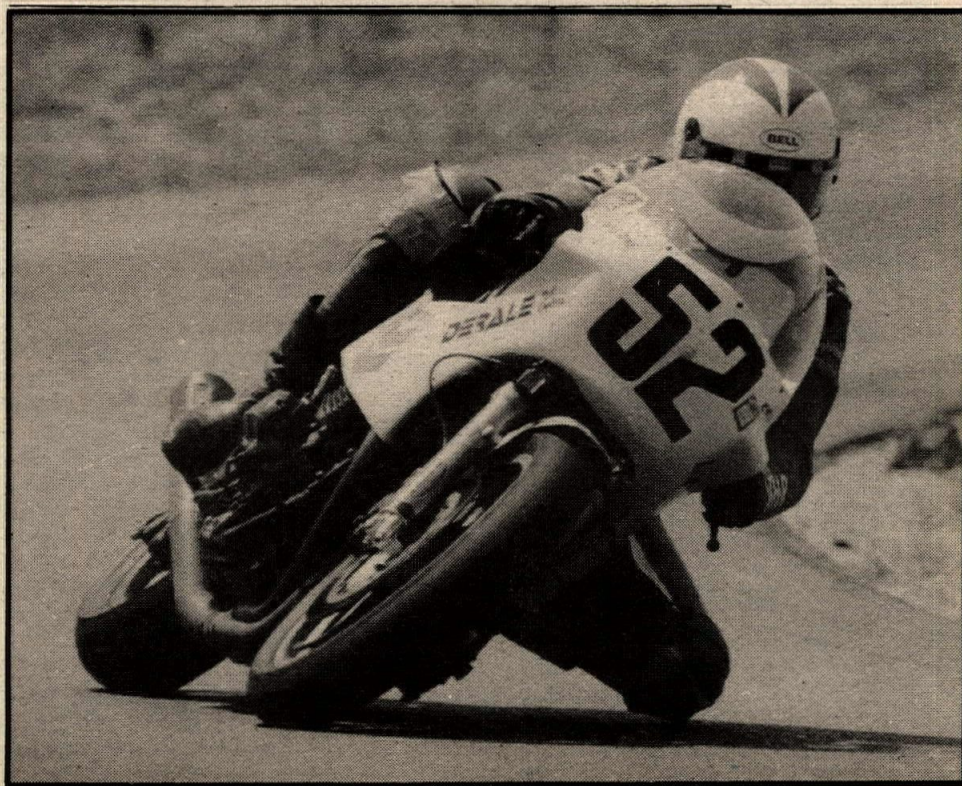
There is only one way to get sponsorship, and there are guys out there right now with factory rides who will attest to this: You gotta toot your own horn. You gotta sell yourself. You have to be a marketable commodity. You have to prove that you have achieved some success. You have to have business cards and stationery. You gotta be able to write letters or know somebody who will write them for you. You gotta be able to talk to people.

If people out there don't think any of that stuff matters, they should think about this: Now I come to the race-track with the Team Hammer effort and do wheelies and win. But in the beginning I was a guy in a Datsun pickup truck driving all over the country with a Kawasaki Big Horn to race on the national circuit as a novice. At the time, if I had gone to companies like Chevron and said "Yeah, I'm gonna go win all the novice races," they would have laughed at me. For one thing I didn't have enough experience as a racer. That's one thing you can't get around. You've got to have enough track time to where you can go fast on a motorcycle, and you've gotta know what you're doing.

I didn't achieve success overnight. I've been racing motorcycles since 1970. Took my Ducati street bike out. I used to crash on the street and I got tickets and they told me I should go roadracing and do the real thing instead of pretend. So I tried it and here I am. It's a long way from my first trophy for third place in Junior GP.

But even when you get to the point that you can deliver results for a sponsor, you can't just go in there and say, "What are you going to do for me?" You've got to go in there with the

Ulrich throws the Team Hammer Suzuki into a corner.





Team Hammer's Cycle Tune pit crew was fast and efficient during the Riverside (California) Six Hour.

attitude. "What can I do for this sponsor?" You have to think why this guy should give you money. Why should he give you a free spark plug? In the beginning you'll probably be unable to get money, but may be able to get products free.

That's where Team Hammer has everybody else. Team Hammer isn't just a successful race team. It's also a promotional effort. We've got brochures and flyers and press kits that we pass out. I go to press luncheons. Team Hammer distributed 7,000 brochures one way or the other in 1981, so a guy sponsoring the team got a certain amount of exposure no matter what.

Some people tell me that public relations isn't the function of a racer. All a racer is supposed to do is race, they tell me.

But there's more to getting a sponsor than racing, even though racing is what we're talking about in the first place. You have to give the sponsor something worthwhile for their money. You have to do anything you can to help promote the sale of the sponsor's product and to get exposure for the product.

Some people wonder if it's luck or what that Team Hammer gets the coverage it gets all the time. People write in sometimes and complain to *Cycle News* that it's Team Hammer this and Team Hammer that. What they don't realize is that what they're

seeing is Team Hammer delivering publicity for sponsors, which is why sponsors sponsor people. The more sponsors, the more competitive teams and the better the show for spectators. If our sponsors get something out of sponsoring racing, other companies will want to get something, too, and they'll get into sponsoring racing and the sport will grow, benefitting everybody, not just Team Hammer.

The other thing is that Team Hammer makes that publicity happen. I send out press releases to everybody from *Cycle News* to the *La Mirada Lamplighter*. I send them press kits and brochures and I talk to people all the time. I make my own effort. I toot my own horn. That's what you've got to do out there, unless you're Freddie Spencer and have a public relations agency doing it for you. And that's why you see pictures of Bruce Hammer in an AMA National program or in the program for an endurance race. I send them that stuff ahead of time, enough ahead of time for the guy who's doing the program to get it and use it. I cooperate with the promoters at the track, do interviews with Larry Huffman or whoever happens to be the announcer. I go to pre-race press conferences even if it means taking an extra day off work and getting to the racetrack a day early.

You can't just be a racer in the '80s. You've got to be a PR guy and a racer.

or, in the case of Team Hammer and Bruce Hammer in 1981, be a PR guy and a racer and a mechanic and hold a full-time job and go fast all at the same time.

You have to have good equipment, too, and it has to use the right stuff. By that I mean that it's tough to get an aftermarket exhaust system manufacturer to sponsor you if you're riding in the Box Stock class. It also has to make power, because a stock 550 just doesn't make demands on products like chain or tires the way a 1100 does. Some people may not realize what the Team Hammer bike really is. It's not just a stock street bike. This is a 150-horsepower, 180-mph rocket-ship that definitely puts any product to the supreme test. The combination of high horsepower and long races and grueling heat, the conditions of endurance racing, mean that the products we use and endorse must be very good or else they'll fail. If we use a brand of chain and it works fine for us, it will work on a guy's street bike. We know there's a difference between brands of chain because we've won races where guys we had to race with dropped out with chain troubles. So if a chain company sponsored us, they'd be able to advertise how great it worked on this monster bike in long races. As it is now, no chain company sponsors us and the only company that's interested makes an inferior product, so we're staying with what

works and leaving the decals off.

We can't afford to lose races by using stuff that isn't any good, and even the most starving racer shouldn't accept sponsorship if it means that he won't ever win again because the product is junk.

It's also important that motorcycle people act professional. It's been a long time since Marlon Brando made his movie riding a motorcycle but there's still a large segment of the population that perceives motorcyclists as bad guys, and some of the people who feel that way make the decisions in big companies ripe for racing sponsorship programs.

You have to have nice-looking leathers. Your bike has to be painted spiffy. That's your image. Your visual impression is important. Before you even get a chance to talk to a possible sponsor, he'll often make up his mind about you by the way you look. If he doesn't like the way you look, or if you have sloppy handwriting on some funky piece of stationery, you're never going to get anywhere with them.

Everything that Team Hammer does, from our stationery to our business cards, the paint job on the truck, the motorcycle, the leathers... everything looks professional. It isn't enough to go fast on a motorcycle. It is important to go fast, and if you don't you'll eventually run out of people who believe you're worth sponsoring. But to do well with sponsors you must be more than fast.

The thing is, you can be a real grub and still go fast. But it's easier to go fast on good equipment, and good equipment takes money, and the way to get money is through sponsorship help and the way to get sponsorship help is by having a professional program.

One last question. Why is it that Chevron is sponsoring Team Hammer on one hand and on the other hand tore down Ontario Motor Speedway to build a business park?

I should add that anybody looking for publicity should be ready to answer questions like that one.

It's an obvious question.

Yes, it is. You see, there are not one but many Chevroons. In 1981 Team Hammer was sponsored by Chevron USA Inc. While Team Hammer was negotiating with Chevron USA, unknown to us and Chevron USA... remember, this was in fall 1980... Chevron Land and Development was negotiating for Ontario. The companies are owned by the same giant holding company but have no normal contact and operate independently from each other and from the parent company.

Ontario Motor Speedway had never made money and had been for sale for quite a while and somebody else almost bought it. As it turned out, Chevron Land and Development bought it and tore it down to build a business park and condos. The purchase set off a boycott Chevron movement among club racers in California. I don't know if there would have been a Home Savings boycott if Home Savings had bought it, but they didn't. Anyway, Chevron Land and Development didn't barge into the place and buy it at gunpoint. It was for sale, they put up \$42 million nobody else matched or topped that price, and they took the speedway.

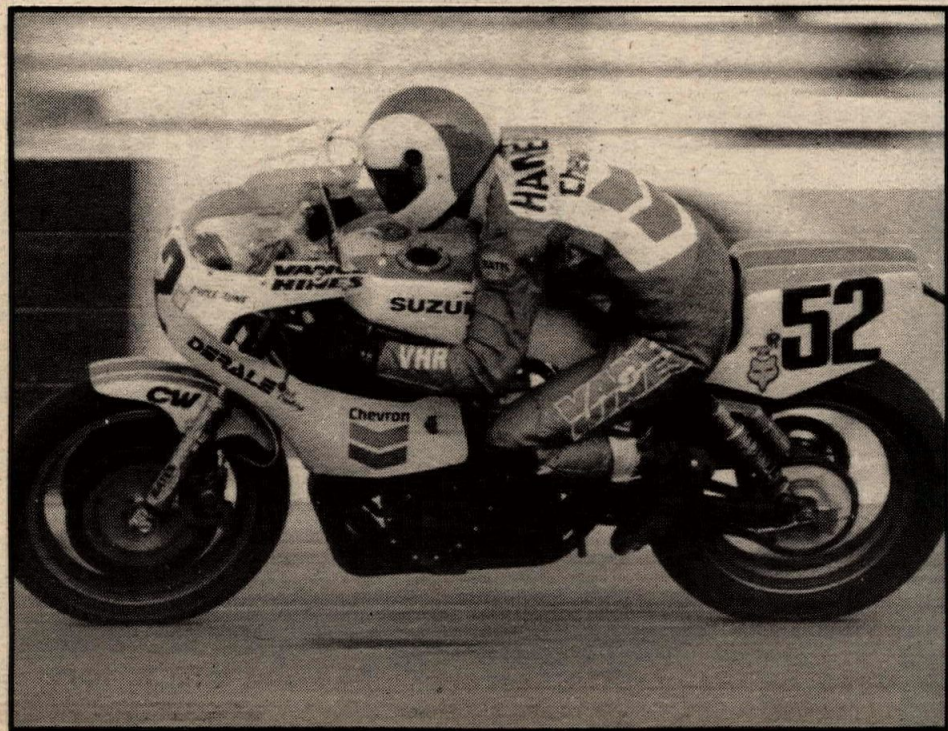
We can't help it. Chevron Research can't help it. And Chevron USA, Inc. can't help it. Only Chevron Land and Development could have helped it, but they didn't. It's not a case of one big company.

Next question, please.

That's it.

Great! This media stuff is fine, but I'd rather go ride my motorcycle. Thank you.

Hammer got down low and gassed it up during a successful season in '81.



Bruce Hammer's Basic Guide to Approaching Sponsors

- 1) Look and act professional.
- 2) Write letters on letterhead stationery.
- 3) Have business cards.
- 4) Tell them what you can do for them to help their business.
- 5) Tell them what you want from them; in other words, tell them how much it will cost them.
- 6) Win races.

TEN YEARS AGO

And there were a few words from the President...Richard M. Nixon issued executive Order 11964, which called upon the Secretaries of Interior, Agriculture and Defense, plus the Tennessee Valley Authority, to establish controls over off-road vehicle use on public lands.

A picture showed former Grand National Champion **Gene Romero** behind the wheel of a NASCAR stock car. "Burrito" was scheduled to drive **Kevin Terris'** 1970 Plymouth in the Miller High Life 500 at Ontario Motor Speedway.

Unable to produce the required 200 units of its new all-aluminum XR750 in time, Harley-Davidson's **Charles Thompson** announced that the company's racing team would not compete at Daytona. That would leave **Mark Brelsford** and **Mert Lawwill** at home during Speed Week, but **Cal Rayborn** was expected to compete in the Lightweight event aboard a **Don Vesco** 250 Yamaha.

Peace dove on the handlebars of his CZ, **Brad Lackey** dominated the 250 and 500cc Expert classes at a northern California motocross hosted by the Salinas Ramblers.

AMA Novice Pro **Steve Hernandez** (Oss) had been unstoppable in the indoor short track circuit, but in the second of a series of races at the San Francisco Cow Palace, he met his match in the form of Suzuki-mounted **Dave Hansen**. Hansen dominated the main event, winning over Hernandez, **Gary Lozano** (Bul) and **Rick Hocking** (Bul).

The Motorcycle Industry Council announced that **Malcolm Forbes**, editor-in-chief of *Forbes* Magazine, would be the principal speaker at the MIC's third annual meeting in Washington, DC. **Jim Drury**, star of the TV show *The Virginian*, was named as master of ceremonies.

Tom Rapp led fellow Bultaco rider **Dave Rogers** to 1-2 placing in the 125cc Expert class at an A.C.E. motocross at Indian Dunes. Rogers returned to try again in the 250cc Experts, but he wound up second again this time to Deadman's Point regular **Rex Staten** (CZ). In the 500cc Experts, **Jim Wilson** (CZ) was the winner over **Tim Hart** (Mai).

The AMA Board of Trustees vetoed a plan to elect a Class A (dues paying member) representative to the powerful Executive Committee, then comprised of all Class B (industry) members. Chief objection to the plan was that it called for the Class A rep to be chosen by Class B members.

Ron Bolling and **Pat Richter** took their Open class Husky to the overall win in an annual team motocross at Foster's Ranch. Bolling and Richter finished five laps ahead of the runners-up, **Jay Stradley** and **Lonnie Foster**, in the three-hour event.

Remember when?

Here comes the Wrangler Supercross Series!

The Wrangler brand is proud to be the 1982 sponsor of the AMA sanctioned Supercross Series. Daring, demanding, adventurous. That's the Supercross spirit. And that's the spirit of the Wrangler brand, too. So come on out and watch the riders compete for points in the \$75,000 Wrangler Supercross Point Fund.

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Event	Stadium	Date*
Anaheim, CA	Anaheim Stadium	1/30
Seattle, WA	Seattle Kingdome	2/13-14
Atlanta, GA	Atlanta Stadium	2/27
Daytona Beach, FL	Daytona Intl. Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Stadium	TBA

Supercross Riders. They're some tough customers.

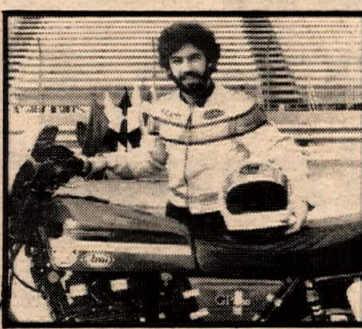
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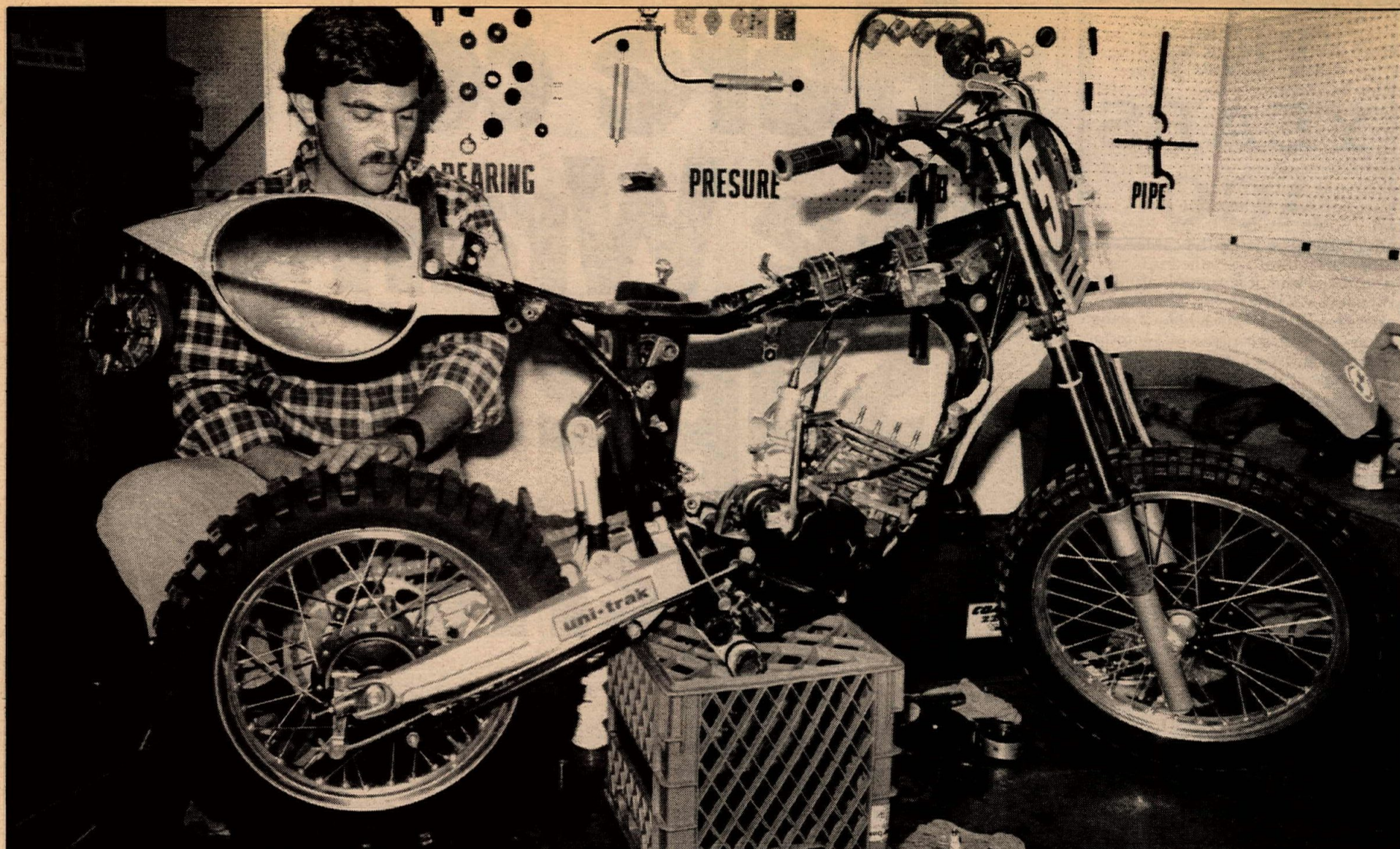


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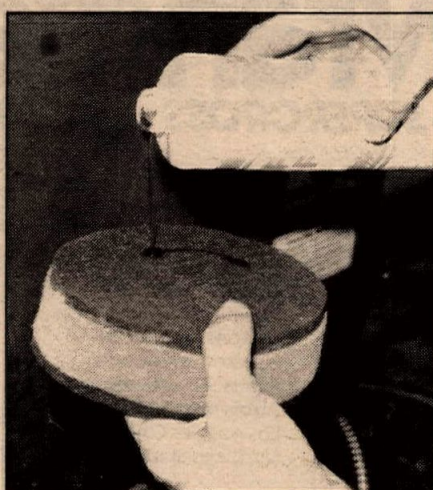


Kawasaki Team Green's Steve Ransbotham believes in a methodical system of tearing down and inspecting each bike he services.

1. Clean the air filter, then check for rips or separations at the seams.



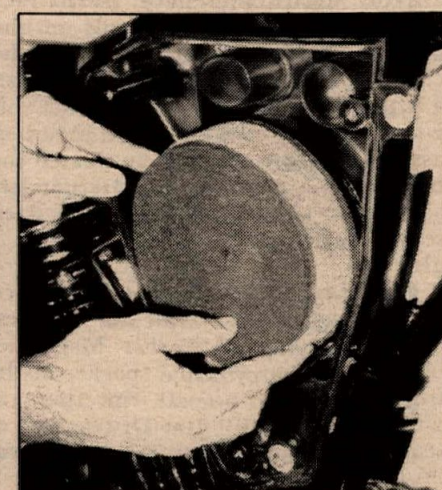
2. Oil the filter, making sure to get it evenly lubricated.



3. Spread a layer of grease on the filter where it touches the airbox.



4. When replacing the filter, twist it a bit to assure a tight seal.



Maintaining your motorcycle: Part one

Preventative maintenance, the key to winning

By Tom Mueller

The end of the race is approaching and you're locked into an easy win. The competition is far behind and you're on your way—until your bike stops cold a few turns from

the finish line. Has it ever happened to you? If it has, what was the cause? Something

major like a broken gearbox, or was it that spark plug cap you meant to replace but never did?

A talented racer can't win if his

bike lets him down, and the only cure for that problem is preventative maintenance. We went to Kawasaki's South Region facility in Atlanta to get some answers as to what is involved and were assisted by Product Service Instructors Walt Rainwater and Steve Klein and Team Green Eastern Technician Steve Ransbotham.

"The biggest problem with most of the racers I deal with is their failure to perform preventative maintenance," said Ransbotham. "Cleaning the air filter, tightening nuts and bolts, checking for cracks in the frame, things like that. Things get loose, start moving around, get warm and break."

"One guy at Ponca (Oklahoma, at the NMA Mini finals) had a \$400 shock on his kid's bike, but had the shock mounts torqued at about 200 pounds. There was no way that shock could work," added Klein.

Any rider who plans on competing seriously should allocate a good chunk of time towards maintaining and prepping his machine. Ransbotham said to properly prepare a Team Green MXer he spends about a

day and a half doing the job. "It's not luck that our riders don't often DNF, just a bunch of work," said Ransbotham. "Some riders will cross five states to make a big race, but won't spend two hours working on their bike."

The first step in working on your machine is to get the dirt off. "Working clean" is something all top mechanics pride themselves in. Get your cycle sprayed off as soon as possible after a race, being careful not to shoot a direct spray of water into areas where electrical connections are. Get the bike up on a work stand or milk crate, preferably getting the tires off the ground.

Disassembly

Start by taking the tank and seat off the bike—the wheels also, if the last run was a muddy one. From there on in the only thing which separates a top amateur and a pro is detailing, making sure not to overlook any portion of the bike. Most of the operations involved are easy to do once you know how, so follow us through a few of the steps involved in making your motorcycle one you can count on.

Controls

Controls are a part of the bike which are often overlooked, yet have a big bearing on the outcome of many races. Ninety-nine out of 100 times a throttle cable will break in two places—either at the throttle end or by the carburetor. Apply grease liberally inside the throttle assembly where the cable pivots and at the other end where the cable enters the carb. You'll assure a longer life and more reliability from the cable. The cable itself should be lubed internally with any one of a number of items your dealer will have on hand. This process applies to all cables—grease wherever there's a pivot point, then lube internally.

Also keep safety in mind when working. Make sure the throttle returns freely and that the bike returns to an idle. Snug up the pivot bolts on the clutch and front brake levers, and don't be afraid to use Loctite to keep nuts, bolts and screws snug on all non-movable parts.

Engine

The easiest way to keep your preparation schedule in order is to work on the engine separately from chassis related parts. When going over the engine, start out by making sure all surfaces are clean. Tiny particles of dirt could lead to big problems if they get inside your motor during an inspection.

One of the biggest problems cited in engine failure starts with the basics, the air filter. Too many riders leave that item alone, until dirt finds a way past and into the carb and cylinder, causing seizure or other problems.

Following the recommendations of each air filter manufacturer is essential, as some filters require being washed in straight gas, others in a gas/oil mixture. If not properly cleaned the filter may make the engine run either rich or lean. After cleaning and re-oiling the filter with a filter oil, grease it around the edge which makes contact with the airbox, assuring a sealed fit. Before reassembling, check the filter along its seams as a number of washings in gas may separate the filter where it has been glued.

Check the hose which connects the carburetor to the airbox. The stock clamps which hold the hose on may be bottomed out, not sufficiently sealing the hose. An ordinary hose clamp will work well and make for a good seal. The tube should also be greased on the inside to catch foreign particles of dirt that may work past the air filter.

The carburetor float bowl should be drained and cleaned. When reassembling, use a bit of silicone seal at the carb top to ward off water and mud. For extra insurance, safety wire the fuel line where it meets the carb and fuel tank. A pulled fuel line in a first turn crash will cost you the race.

Many times a rider will remove the exhaust pipe, set it aside, and ignore it when prepping the bike. The pipe needs to be carefully inspected. Check for cracks, as even the most minute one could be enough to cause a seizure. In most cases cracks can be welded shut and the pipe re-used.

Take extra care to check over the pipe if the bike was crashed in the last race. A slight bend may have pulled the pipe loose from its exhaust mount in the cylinder. Check the O-ring and packing, as an air leak there will also cause a seizure.

Don't forget to check over the silencer. Many times it will pack up with carbon and other debris, resulting in a loss of power. It doesn't make sense to have your engine perfectly tuned if there isn't a clear flow for exhaust.

HOT LICKS AT THE DOME!

At the Houston Nationals, it was the Jr. Invitational Sweep, Simpson style. Barry Pelkey nailed down the Short Track, and Randy Green wailed in the TT. Two Jr. Classed riders mak-

ing headway towards Expert in the new Simpson Model 32 Helmet. The helmet that gives you a head-start with ultra-light

comfort and tough, rugged performance. Topped off with Snell '80 Certification. And it's available now! Send for free 1982 Full-Color Catalog.



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JAY SPRINGSTEEN



Springer opens up the '82 Winston Pro Series with a win at Houston's short track.

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NEW PRODUCTS

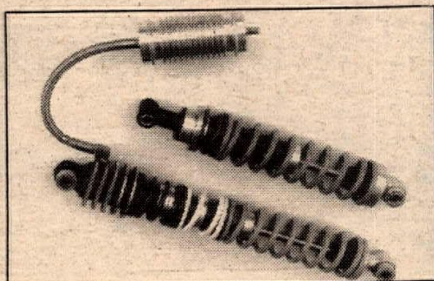


Scott decided that the "ol' reliable" of the goggle world was about due for an update so the folks from Sun Valley gave it one. Their new series R model 89 goggle features a Lexan anti-fog lens. While checking out your new pair, you will find a larger vision area and a new strap/frame connection design. The model 89

comes with a yellow or a red frame. You get the goggle, strap, Lexan lens and a flannel bag for \$24.95 from your dealer. The face mask is \$6.95 and should work with the new or the old models. Get 'em from your dealer to whom you say, "Cycle News sent me."



If you would like to see some new color on the old scooter, the way to go is lacquer. Lacquer has a few qualities that make it ideal for home motorcycle painting: It dries to a hard lustrous finish that is easily polished and maintained, it looks like it was baked on, there is no overspray problem since it dries extremely fast, and it is fairly easy for a beginner to use. VHT has a whole line of fine lacquers to choose from. Whatever kind of paint you use, don't mix brands or types of paints. VHT paints are available from your dealer or Sperex Corporation, Dept. CN, 16131 South Maple Ave., Gardena, CA 90208.



Suspension on your YZ80 or 60 grim? Works Performance has a couple of new Works shocks for these two minis that should smooth out the rough moments in your life. If you gotta have one, then get in touch with Works Performance Products, Dept. CN, 8370 Shirley Ave., Northridge, CA 91324.



GAM Products has released a new bike cover that might be the one you have been looking for. It covers the important parts of the bike, then folds into a small pouch for easy on-the-bike storage. It looks like it would be entirely possible to ride the bike with the cover on the bike. GAM calls it the Cycle Mask and to get yours send \$26.95 plus \$1.50 for freight to GAM Products, Dept. CN, 3127 Stillmeadow Dr., Indianapolis, IN 46224.



Wishing that you had bought a shaft-drive bike? NEP has a package kit consisting of a self-lubing chain, a hardened steel countershaft sprocket and a NEP rear sprocket made of DuPont Zytel ST nylon. These new nylon sprockets are supposed to be a far cry from earlier models. They have been used successfully by the California Superbike School and have taken many miles of abuse with no problems. The nylon sprocket offers the advantages of lighter weight, less

chain wear, less chain noise and less required lubrication. Less required lube along with the self-lube chain means you should need to lube it only enough to keep it from rusting. That takes most of the hassle out of having a chain-drive bike. The complete kit is called the NEP "Tuff-One" cushion torque kit. The kit is also available with a roller chain or no chain, just the sprockets. It's available from your dealer.



Owners of giant-killing Kawasaki GPz550s and KZ550s can get even more power with a Moriwiki high-performance 593cc big bore kit from Champion Moriwiki USA. The Moriwiki kit features 60mm, 10.5:1 pressure-cast two-ring pistons and comes complete with rings, wrist pins, circlips and head and base gaskets. The kit sells for \$265. Champion Moriwiki USA also has

high-performance camshafts, ported cylinder heads, oversize valves and exhaust systems for GPz550s and KZ550s, as well as a full line of high-performance parts for Kawasaki KZ1000s and KZ650s and Honda CB750s and CB900s. From Champion Moriwiki USA, Dept. CN, 1980 Harbor Blvd., Costa Mesa, CA 92627, 714/642-2311.

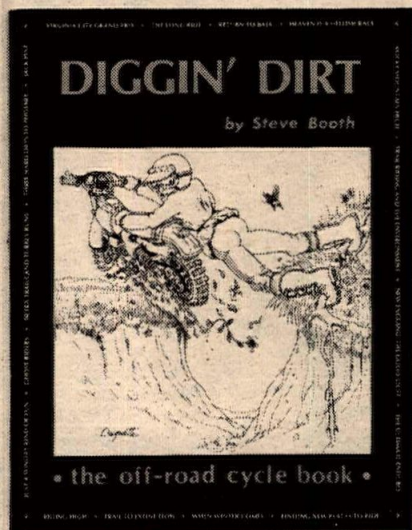


When you go to the road races or the drags, what do you see on the trick bikes? You see braided steel lines running all over the place. After a trip to the races you decide that steel is for you! Where do you turn? If you have a Lockhart oil cooler, then you can turn to Lockhart and get just what you need since they now offer steel line kits for all their coolers. Get them from your dealer or write Lockhart Consumer Products, Dept. CN, 15557 Texaco St., Paramount, CA 90723.



Suzuki's GSX Helmet Series is geared for the Suzuki GS rider who likes to have things match -- like the color of his bike and his helmet. The fiberglass constructed helmet features a comfortable Trylon interior. The face shield has a special ratcheting device which allows easy adjustment to any position. Each helmet is customized with accenting gold or blue pinstriping. See your Suzuki dealer for more info.

Book Review



Diggin' Dirt, the off-road cycle book

By Steve Booth
Published by Paragon Publications, 200 pages, soft cover, \$11.50

Diggin' Dirt by Steve Booth is one of those books that fills its own niche in the marketplace rather than an existing one. The book is a little more than a rehash or reprint of old stories that have been gathered into a book. Fortunately for *Diggin' Dirt* that "little more" might be enough for some people.

Diggin' Dirt chronicles some diverse aspects of the motorcyclist's world, and most of the aspects have to do with the side of biking that falls under the topic of wishbooking. Chapters in the book deal with: Ultimate enduros, Dream trail rides and Desert Grand Prix, but mostly the chronicling of dream trail rides.

While dream trail rides are interesting to me, I am not sure that a reader could duplicate all the rides with the book as a guide. A chapter on the Jack Pine Enduro was very enjoyable if only for its nostalgic value. Some would also enjoy, as nostalgia, a chapter dealing with the rise and fall of the Hodaka marque.

Three chapters could truly be of use to a trail rider, whether he be experienced or not. Those chapters deal with bike preparation, how to ride and protect the environment and a guide that helps you find where to ride as you can experience your own dream ride.

Three chapters do not qualify the book as a must have item. Nevertheless, the book will be enjoyable for those that like to dream of the day they can take their own dream ride. Possibly, it would be useful as a table reference for friends or a source of pictures to bench race with.

Whether the fond memories and helpful hints are worth the price of admission must be left up to the values of the buyer. If you think that you would like to become a buyer, then mail your \$11.50 directly to the publishers at 3106 Sweetbriar Circle, Lafayette, CA 94549 and they will mail you your copy postpaid.

Karel Kramer

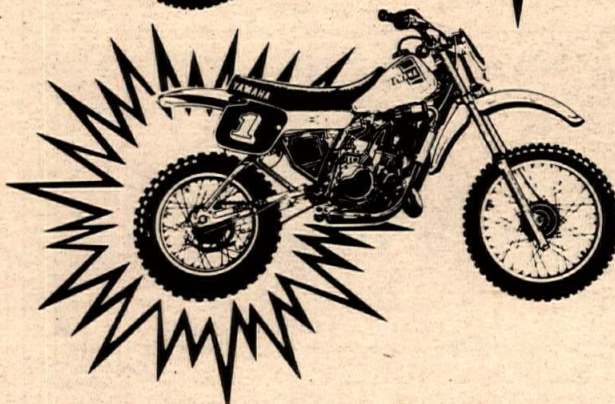
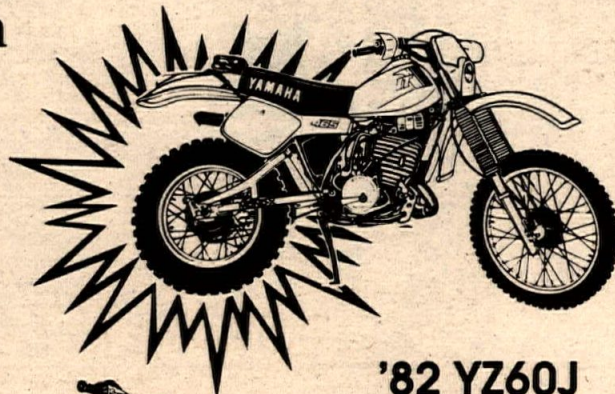
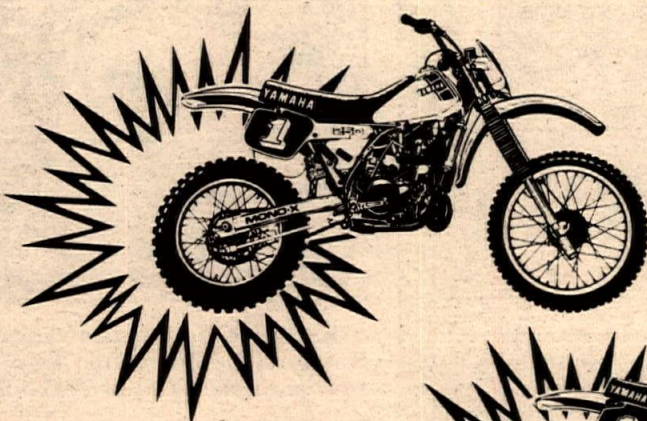
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(Clockwise from top left) Second 250cc A rider Garner Palenske. Overall B winner Kent Perkins. Tom Webb (left) and Grant Palenske both posted scores of six. Winner Webb leaves the start line.



Webb grabs the gold in Prospectors Enduro

By Ed Regehr

RED MOUNTAIN, CA, FEB. 7

After a two-month holiday lay-off, the new AMA District 37 enduro season kicked off with some real excitement, as *Dirt Bike*/O'Neal/Husky-sponsored Tom Webb edged out Spectro/ND/O'Neal/Jones/KRW/DWG Maico-sponsored Grant Palenske for the overall win in the Prospectors Gold Rush Enduro. Webb, riding a 250cc machine and 490 Alpha E-mounted Palenske tied in the points lost column with six, but when the seconds were totaled, it was Webb with the victory, by a mere 13 seconds.

The second place overall finish earned Grant the Open A win, followed in class by Yamaha-mounted Jim Wilson (10), and Can-Am-mounted Greg Newland (11).

In the 250cc A class, it was Husky-mounted Brad Zimmerman moving from the 200cc class, and putting in a fine ride, with a score of 10. Following Brad was Spectro/ND/KRW/Super Seer/DMG Maico-sponsored Garner

Palenske (12) on a brand new single shocker. Yamaha-mounted Mike Garrett slipped into the third slot, with a 13 point total.

Bill Fullmer, Jr. was going to ride his old IT175, but when it was discovered he had a rear flat, and there was no time to fix it, he switched to his brand new '82 IT, and flew to third overall and first 200cc A, with a score of nine. A distant second and third were Jerry Bailey (26) and G. Hiddon (27).

Wheelsmith Maico-sponsored Harry Keast let the Senior class know he wants his number one plate back, with a 13 point ride, followed by current number one plate, Yamaha-mounted Ron Fry (18), and D. Knutsen (25).

Several top A contenders were absent from this enduro, including Rick Munyon (who is now eligible for district points), Jay Tullis, Mike Adams, and current number one 200cc Tracy Walters.

In the B ranks, it was Yamaha-mounted Kent Perkins carding an 11, giving him the overall and Open class win, while R. Daniel (15) took 250cc honors, and Paul Eddy (23) screamed to the 200cc win. The Senior class gold went to Ross Termin (43).

The course consisted of two loops, with the first loop for all riders, and the second loop for A's and B's only. The first row of riders left under cloudy skies and cold temperatures at

9:20 and headed across Trona Rd. from Charlie's Place on cross-country trails at 27 mph. Several miles later, the course swung to the right and headed towards Ridgecrest. As the riders rode up and down the rolling hills in this section, they were able to view Ridgecrest from the tops of the hills. Leaving the rolling hills, the course headed towards Red Mountain on cross-country trails. The course crossed Searles Station Rd., ducked under the railroad tracks, then swung around and headed back to the loop's finish.

This loop was 42 miles long and required good timekeeping skills, because there were speed changes every few miles.

The A and B riders were allowed 30 minutes to gas and do repairs before heading out on the second loop.

The start of the second loop, was also the start of the first special test. The special test was 8.4 miles long, with a speed average of 42 mph and consisted of the tight, rocky trails northeast of Charlie's Place. Most A and B riders dropped points in this section.

After the special test, the riders jumped into a whopped-out canyon at 12 mph. The canyon emptied into the valley, and the riders crossed the railroad tracks, and headed for the sandhills.

Once in the sand hills, the speed average changed to 36 mph with steep downhills the order of the day in this section. A six mph section at the ridge of the sand hills allowed the riders to get back on time before making another pass through the sandhills. The second pass was a very tight trail at 36 mph. This section emptied into the rollers at the base of the sand hills.

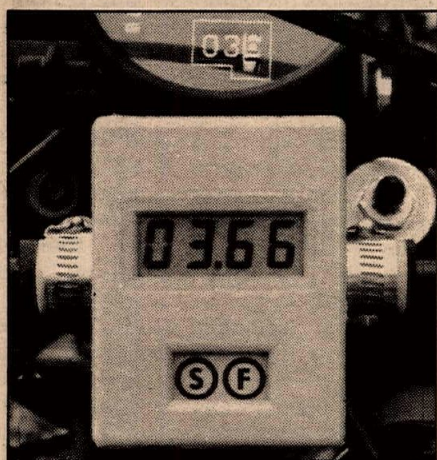
The riders cruised down the pipeline road, crossed the railroad tracks, then headed for the finish on cross-country trails at 42 mph. Only a few riders made it to the finish on time.

The riders were very pleased with the job the Prospectors had done, as terrain was excellent, marking was good, and speeds were fast. The top riders had to hustle to stay on time and that is what they are looking for.

Results

OVERALL: 1. Tom Webb (6).
OPEN A: 1. Grant Palenske (6); 2. Jim Wilson (10); 3. Greg Newland (11).
250 A: 1. Brad Zimmerman (10); 2. Garner Palenske (12); 3. Mike Garrett (13).
200 A: 1. Bill Fullmer, Jr. (9); 2. Jerry Bailey (26); 3. G. Hiddon (27).
SENIOR A: 1. Harry Keast (13); 2. Ron Fry (18); 3. D. Knutsen (25).
OPEN B: 1. Kent Perkins (11); 2. D. Sweeney (17); 3. Mark Aney (18).
250 B: 1. R. Daniel (15); 2. D. Sweeney (17); 3. Mark Aney (18).
200 B: 1. R. Daniel (15); 2. Mike Jones (18); 3. D. Baker (29).
200 B: 1. Paul Eddy (23); 2. Glen Larson (26); 3. R. Porter (33).
SENIOR B: 1. Ross Termin (43); 2. Art More (48); 3. Doyle Pipins (54).

PRODUCT EVALUATION



Countdown Enduro Pacer

We know a few riders, some very fast riders for that matter, who don't ride enduros for one simple reason — they don't understand enduro timekeeping. And when one realizes that an enduro is "A meet where speed is not the determining factor, and where a time schedule has to be maintained," one better understand timekeeping if he/she expects to do business in an enduro.

Countdown Engineering's 24-mph Pacer allows an enduro competitor to stay on time simply by comparing actual mileage (as displayed on the bike's odometer) with the LED readout on the Pacer. For example, if your odometer reads 19.1 miles and the Pacer shows 20.56, you better get on the gas — you're a little more than three and a half minutes late.

The Pacer is powered by four tiny "N" size batteries, which provide a total of only six volts. The batteries snap into the bottom of the compact unit, without a protective cover. We recommend you use duct tape as a means of protection. Countdown's instructions which accompany the Pacer also recommend taping over the on/off switch if it's raining. Water didn't seem to bother our Pacer and that's probably due to the low voltage required to power the LED display. Countdown has confidence in their unit; it carries a 180-day warranty.

The Pacer sells for \$129.95 (plus \$3 for shipping) and is available from Countdown Engineering, 22102 Covello St., Canoga Park, CA 91303.

Dan McCauley

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*Next
week:
Golden
State
conclusion*

THE LATEST POOP

BY PAPA WEALEY

Showdown time. High noon. Time to take your positions at the OK Corral. Thursday, Feb. 18 is the date of the California Coastal Commission public hearing on the San Luis Obispo County Local Coastal Program Land Use Plan. That plan would close much of Pismo Dunes to ORV use pending completion of the "satisfactory" management plan by the California Department of Parks and Recreation, and move the camping and staging area to the remote Oso Flaco Lake region. The CCC meeting is slated for 1:30 p.m. at the Board of Supervisors Chambers, Santa Barbara County Office Building, 105 E. Anapuma St., Santa Barbara, 805/966-1611. ORV supporters plan a strategy meeting on Thursday morning to discuss response and possible alternatives. The meeting will be from 10 a.m. to 12 noon at Carrow's Restaurant on Carillo St. in Santa Barbara. The CCC staff has recommended a no vote on the San Luis Obispo County plan, but you can be sure that the Sierra Club will be there with *their* alternatives.

Drag racing champ Terry Vance has joined forces with the Dyna Performance Ignition folks. Vance will use Dyna ignitions in competition, and Vance & Hines Racing is the newest distributor for Dyna.

Asked why announcers go nuts and can't talk after road races, veteran mike man Roxy Rockwood responded with the following excerpts from the Daytona Speedweek Entry lists: Nicky Richichi, Clive Ng-a-kien ("team captain"), Pierre Beullac, Ernst Gschwender, Oldrich Schmuttmeier, Duncan Milcetic, Ernie Kicklighter ("a real son of the old school"), Ikuo Kusama, Roger Mendonga, David Dwyhaloervin Lyskawa, Karl-Thomas Grassel, Dominique Coudiere, Masuhiko Gomibuchi, Antonio Jorgeneto, Jeff Umrysz and Gregg Smrz.

Last week we noted that Jack Johnson won the Class 1 (unlimited single seat dune buggy) battle at the SCORE/Pernod Parker 400. Retired motocrosser Marty Tripes was also piloting a Class 1 car at Parker, and completed the first California loop running third despite a severe lack of brakes over much of the loop. Brake repairs between the California and Arizona loops exceeded the two hours of downtime and Tripes dropped back in the field.

The Feb. 28 Prairie City GP will utilize the entire park this year, we're told, allowing the host Polka Dots M.C. to eliminate a swampy section used in years past.

There was quite a motorsports weekend in the indoor stadium at Ahoy, Holland over the Feb. 5-7 weekend, with concrete surface speedway, indoor motocross, plus sidecar motocross and trials demonstrations. In the team speedway competition, a four-man U.S. squad comprised of Dennis Sigalos, Gene Woods, Dubb Ferrell and David Simms (the latter two making their European debut) defeated Danish, British and Rest of the World squads. Ferrell was the leading scorer with nine, followed by Sigalos (7), Sims (7) and Woods (4). In an open meet held the following night, Denmark's Hans Nielson was the winner with 13 points while Ferrell, Sims and Sigalos tied for third with nine. In the motocross, Suzuki's Harry Everts took the opening night win over American Danny LaPorte (Yam). Husky-mounted Lief Nicklasson won the following night followed by Eric Geboers (Suz). Complete coverage next week.

It was a tough 100-mile Quicksilver Enduro hosted by the Salinas Ramblers M.C. in the Clear Creek, CA, area. Husky-mounted Dave Bertram was the winner with an impressive score of two, followed by a tie between Honda CR480R riders Jim Troutt and George Hendrix at seven points.

The Suzuki 650 Turbo, shown at the Milan Show and pictured in our coverage of same, reportedly will be released to dealers in August of this year.

There was an incorrect price listed on the product evaluation of the Kutter Sport Fairing that we ran a few weeks ago. The fairing carries a \$129.95 PP (proper price).

The Gold Wing Road Riders Association has announced that their annual convention and trade show, the "Wing Ding," will be held Sept. 3-7 at Steamboat Springs, CO. Among the highlights of the event, headquartered at the Steamboat Sheraton, will be miniature motorcycle GP, wild card poker run and the giveaway of a custom '82 Gold Wing Aspencade. The trade show at the convention will have over 25,000 square feet available for exhibition.

Two-time Daytona 500 winner Dale Singleton and his attorney Arthur

Chambers filed suit in Marin County, California, charging Yamaha with invasion of privacy. The suit, directed against a Marin County Yamaha dealer, Yamaha Motor Corp., USA, and Yamaha of Japan, plus Does 1-2000, asks \$15,000 in general damages and \$10 million in punitive damages. What Singleton is suing over is a poster that Yamaha produced following Singleton's '81 Daytona win. The suit contends that Yamaha approached Singleton to obtain permission to use his name and likeness on the poster, but after negotiations were unsuccessful, Yamaha printed the poster anyway.

Ian Coleman, a motorcycle enthusiast who worked in the Hollywood film industry, called to say he's putting the last touches on a documentary on observed trials called *Trial by Stone*. Coleman spent six months following the National and ATA trials circuits, filming on professional color negative film at his own expense. Expecting to have a working print in about a month and a half, Coleman is looking for a distributor for the film. He can be reached at 213/656-6882.

We talked to Mert Lawwill, one of the forces behind Mike Kidd's 1981 AMA/Winston Pro Series-winning effort, and asked if Mert would be actively involved in the 1982 season. "It doesn't look like it right now," Lawwill replied. "I want to go ahead and sell the bike Mike rode last year. I'll be working on new products for the Yamahas and the Harleys, plus my bicycle business. Sometime down the road I'd like to put together a bike with all the bits and pieces I wanted to run but never had time to make."

The American Motorcyclist Association (AMA) is, as a new service in 1982, providing complimentary copies of its Road Riding Rulebook and Amateur, Semi-Pro, and Youth Competition Rulebooks to all members. The March, 1982 issue of *American Motorcyclist* contains the complete 1982 AMA Amateur, Semi-Pro, and Youth Competition Rulebook. A supplement to *American Motorcyclist's* April, 1982 issue, a "Spring Road Riding Special," will include the complete AMA Road Riding Rulebook. That issue will be in member's hands by March 10. Non-members and AMA members wishing additional copies may purchase them from the AMA Sales Department at a cost of two dollars for the Amateur, Semi-Pro, and Youth Rulebook, and one dollar fifty cents for the Road Rider Rulebooks.

Officials of the American Motorcyclist Association (AMA) have issued a clarification of rules governing the "sleeving" of 125cc machines to meet the regulations of the AMA's 100cc class for Amateur, Semi-Pro, and Youth Competition. The rule in question reads: "For all types of competition, the use of kits or sleeving is permissible *only* to reduce 125cc equipment to 100cc equipment. Manufacturer's stroke shall not be altered." Crankshafts that are original equipment to the model being converted must be used, and alterations to the crank which change the machines' stroke are not allowed. Questions have been raised about the rule's correlation to a second rule which allows a maximum of .080 inches of overbore from stock on machines used in AMA

competition. Some competitors have incorrectly interpreted these rules to mean that after sleeving, a machine may exceed the 100cc displacement limitation of the class by the equivalent of an .080-inch overbore — and then be bored an additional .080 inches. "That's not a correct interpretation of the rule, the intent of the AMA Congress was that 125cc class machines could be sleeved to 100cc or less and then overbored a maximum of .080 inches as engine wear occurs." In order to avoid the possibility of disqualification from sanctioned events, riders should be sure that 125cc engines sleeved down to meet 100cc class rules measure 100cc or less upon completion of sleeving and prior to overboring. Then an additional .080 inch allowance may be made for overboring.

We were saddened to hear of the death of Leonard Sikorski, one of the top motocross and desert racers in the Las Vegas area. Sikorski, who worked for Motorcycle Tire Service in Vegas, was involved in a motorcycle accident early in the morning of Feb. 11.

An error in the results provided to reporters in the Houston Astrodome TT led to an error in our coverage of same. Alex Jorgensen actually finished sixth in the TT with Bubba Shobert seventh, Ronnie Jones eighth and Brett Barkman ninth. The resultant points shuffle moves Jorgy into a four-way tie for the AMA/Winston Pro Series point lead with Jay Springsteen, Ricky Graham and Randy Goss. Also, 11th place finisher Keith Day was on a Salinas Kawasaki/Suzuki-sponsored DR500 engined bike, not on a Yamaha as he was listed.

Bill Edmonston, creator of Lectron and EI carburetors, debuted an all-new carburetor on Bob Balentine's Parker 400-winning Mugen Honda four-stroke. Edmonston's new company, Edvac Carburetor Corporation, finds its facilities under construction in Hesperia, CA, with a hoped-for completion in March.

Whatta combination: The World's Fair and the third annual Vetter Rally will both be held in Tennessee. The "Follow Me to Tennessee" Vetter Rally will be June 2-6 at Lorretta Lynn's Dude Ranch in Hurricane Mills, and it will offer special mini-rallies, seminars, field events and other activities. The capper will be a special concert by Lorretta Lynn on June 4. For more info on the Vetter Rally, write to Vetter Corporation, Rantoul, IL 61866. The World's Fair is in Knoxville, site of a June 26 AMA/Winston Pro Series half mile.

"The AFM has not signed anything as far as sanctioning a 250cc GP race at the Long Beach Grand Prix," reports American Federation of Motorcyclists President Harry Bresach. "We were asked a month ago if we would, but no one has gotten back to us yet. We may..."

AMA District 37 is happy to announce their first three-race series of 1982. The races are Feb. 27 at Saddleback Park, Mar. 14 at Sunrise Cycle Park and Mar. 21 at DeAnza. The series is sponsored by Hi-Point Racing Products, with White Bros., *Motocross Action*, Spectro, Russ Darnell Motocross Schools and several more companies contributing to the \$4000 amateur prize total. Experts will re-

Western hotline



Eric Casas led the CRC 125cc Beginner class until he crashed.



Randy Gatica (43) leads an unidentified competitor over the Indian Dunes stadium course in CRC action.

CMMC kicks off ninth season

By Ron Eschenburg
SAN DIEGO, CA, FEB. 8

Barona Oaks Raceway and the California Mini Motorcycle Club opened their ninth season of motocross racing with, as always, a great day of action with Minis, Junior Cycles and 125cc motorcycles.

In the Minis, only one Expert was on hand, that being Kawasaki Motor Corporation rider Scott Brown. The only class he was able to ride was the Special Open 105cc Minis, in which he went two for two in easy fashion. The Intermediate Minis were all Yamaha mounted — Cory Falter as he went two for two over Michael Craig in the stocks, and Jimmy Moon in the Modifieds.

The 125cc motorcycle classes produced some real surprises with first time Barona rider Don Turk (Suz) grabbing the Stock Experts over Bobby Vrhel (Yam) and 1981 champ Mitch Palmer (Suz) in a three-way tie-breaker. Suzuki mounted Guy Schmidt returned to Barona after a year layoff and was impressive in his Modified Expert win over Palmer and Vrhel.

In the "wee ones" competition, for the first time in several years the 9-11 Minis were a healthy class again as 1981 Junior Cycle champ Danny Hembree (Yam) moved up from the Junior Cycles. He went four for four in 9-11 Novices with a win over another "move-up" Tommy Clowers (Yam) in the Stocks and over Jason Frieze (Yam) in the Modifieds. Hembree also popped back to the Junior Cycles to go two for two in the 9-1 Stocks for an incredible six for six day. Racing will continue at Barona on a first and third Sunday schedule throughout the 1982 year.

Results

MINICYCLE CLASSES:
STOCK INT (12-16): 1. Cory Falter (Yam); 2. Michael Craig (Yam); 3. Steve Skibel (Yam).
MODIFIED INT (12-16): 1. Cory Falter (Yam); 2. Jimmy Moon (Yam); 3. Steve Skibel (Yam).
SPECIAL 105cc MINIS: 1. Scott Brown (Kaw); 2. Steve Stewart (Yam); 3. Jimmy Moon (Yam).
STOCK NOV (12-16): 1. Dean Kuhn (Yam); 2. Mike Allen (Suz); 3. Anthony Debenedetti (Yam).
MODIFIED NOV (12-16): 1. Mike Allen (Suz); 2. Anthony Debenedetti (Yam); 3. Phil Lawson (Yam).
STOCK NOV (9-11): 1. Danny Hembree (Yam); 2. Tommy Clowers (Yam); 3. Jason Frieze (Yam).
MODIFIED (9-11): 1. Danny Hembree (Yam); 2. Tommy Clowers (Yam); 3. Jason Collier (Hon).
BEGINNERS (12-16): 1. Andy Long (Yam); 2. Ed Silver (Yam); 3. Randy Brockett (Yam).
BEGINNERS (9-11): 1. Steve Furuya (Yam); 2. Jimmy Button (Hon); 3. Ronnie Wilson (Hon).
MOTORCYCLE CLASSES:
125cc STOCK EX: 1. Don Turk (Suz); 2. Bobby Vrhel (Yam); 3. Mitch Palmer (Suz).
125cc MOD EX: 1. Guy Schmidt (Suz); 2. Mitch Palmer (Suz); 3. Bobby Vrhel (Yam).
125 STOCK INT: 1. Mark Decker (Yam); 2. Keith Craig (Yam); 3. Mark Scott (Yam).
125 MOD INT: 1. Richie Dobbs (Yam); 2. Bobby Voorhees (Suz); 3. Scott Richeson (Yam).
125 STOCK NOV: 1. Tiberio Esparsa (Yam); 2. Rich Schulenberg (Suz); 3. Bill Cosey (Yam).
125 MOD NOV: 1. Rich Schulenberg (Suz); 2. Tiberio Esparsa (Yam); 3. Sean Erskine (Yam).
125 BEG: 1. Miguel Araujo (Yam); 2. Doug Joseph (Suz); 3. Danny Villanella (Yam).
JUNIOR CYCLE CLASSES:
STOCK (9-11): 1. Danny Hembree (Yam); 2. Jamie Conney (Yam); 3. Tommy Clowers (Yam).
MODIFIED (9-11): 1. Tommy Clowers (Yam); 2. Jamie Conney (Yam); 3. John Reno (Yam).
STOCK (0-8): 1. Dennis Dahlin (Yam); 2. Kory Byers (Yam); 3. Sean Thornton (Yam).
MODIFIED (0-8): 1. Jimmy Button (Yam); 2. Sean Thornton (Yam); 3. Justin Rich (Yam).
STOCK PEE WEE: 1. Sean Thornton (Yam); 2. Justin Rich (Yam); 3. Eric Hawes (Yam).
MODIFIED PEE WEE: 1. Justin Rich (Yam); 2. Eric Hawes (Yam); 3. Eric Stafford.

Hensley, Shoemaker, Holley cash in at CRC Dunes stadium-cross

By Tom Corley

VALENCIA, CA, JAN. 31

Nothing less than a full lineup of 125cc Pro riders was on hand for California Racing Club's stadium motocross at Indian Dunes.

Rosamond Suzuki rider Roger Hensley may be an unfamiliar name,

but he left a lasting impression on everybody today. Hensley won the first moto ahead of Premier Yamaha rider Doug Duback. Doug Gentry was hauling on his Answer Products Yamaha but his front forks kept binding. Willy Simons from Jammin USA had a poor first moto finish but returned to show the way in the final round. Simons took his Kawasaki to a first place finish.

Hensley was in second ahead of Duback and Gentry. A 1-2 tally put Roger Hensley in the money with the overall win. There were four other money takers and they finished Duback, Gentry, Greenberg and Laughlin.

If you attended the Anaheim Supercross on Saturday night, no doubt you were impressed by the performance of local rider Jim Holley. Holley was going to race in the Golden State Series today but decided to skip the long haul and come to the Dunes. It was a good move as he took home the best money in the 500cc Pro race ahead of Mark White and Darren Oliver.

Mike Shoemaker has some support from Honda and won the day's 250cc Pro class.

In some classes there were several divisions. At the end of the schedule the top riders out of these divisions met for the showdown in the finals. By this time the race turned into a nighttime battle and the powerful lights were lit up. Rustan Yamaha's Wade Bone blasted off the line in the 80cc Novice class and led the first final event. Bone looked unstoppable but he slid out on a corner that was a bit rough and Jim Wardle of Jammin USA moved to the lead and win.

Troy Welty, Greg Trachy and Tom Holt took the next positions while Bone managed fifth.

Richard Bates lost out on the holeshot but took the 80cc Beginner win after his closest competitor fell by the bridge.

By the time the 125cc Beginners hit the track, the winds were so strong that it swayed the bikes on the track. Eric Casas raced during the nighttime races on an old '73 Elsinore and did quite well. He brought out an '81 machine and was really on top of the pack. He took the holeshot and was on his way towards winning when he hit the soil. Eric Sjogren took over the lead but soon he fell on the corner in front of the tower. Todd Stubblefield took over at this point but his time to fall came when he hit the jumps past the tower. Sjogren took over the lead for the win.

Marc Johnson took his Southland Suzuki to the first corner ahead of the 250cc Intermediate bunch and left them in the dust. While Johnson was out front doing his thing, Doug Russell and Tony Pulliam engaged in a good battle. Johnson took the win with no problem while Russell aced out Pulliam.

Kelly Pugmire and Tony Barbacovi were evenly matched in the 250cc Novice final. They led the pack and, with a bit more determination, Pugmire gained the first place spot. Dan Fitzgerald soon passed Tony for second while Larry Woodhouse gained fourth after a Kawasaki rider nearly looped his bike. When Pugmire got back to the CRC trailer he found one of the super sized trophies waiting for him!

Results

80 NOV FINAL: 1. Jim Wardle (Yam); 2. Troy Welty (Suz); 3. Greg Trachy (Yam); 4. Tom Holt (Kaw).
125 BEG FINAL: 1. Eric Sjogren (Yam); 2. Mike Mahurin (Yam); 3. Travis Roberson (Suz).

SHOEI RACE NOTES

February 24, 1982 CYCLE NEWS

125 NOV FINAL: 1. Dan Hovis (Yam); 2. David Antillion (Yam); 3. Kelly Virchow (Yam).
125 INT FINAL: 1. Tom Stout (Yam); 2. Rich Truchinski (Yam); 3. Bruce Delgado (Suz).
125 PRO: 1. Roger Hensley (Suz); 2. Doug Dubach (Yam); 3. Doug Gentry (Yam).
250 NOV FINAL: 1. Kelly Pugmire (Hon); 2. Dan Fitzgerald (Suz); 3. Tony Barbacovi (Yam).
250 INT FINAL: 1. Marc Johnson (Suz); 2. Douglas Russell (Yam); 3. Tony Pulliam (Yam).
250 PRO: 1. Mike Shoemaker (Hon).
500 BEG: 1. Rick Pratt (Yam); 2. Garret Pangelley (Yam); 3. Gary Silva (Mai).
500 NOV: 1. Steve Lucia (Yam); 2. Ruben Falcon (Yam); 3. Don Durrer (Yam).
500 INT: 1. Randy Morales (Yam); 2. Vince Friedl (Yam); 3. Jamie Binbun (Hon).
500 PRO: 1. Jim Holley (Yam); 2. Mark White (Yam); 3. Darren Oliver (Mai).
VET JR: 1. Kent Shepard (Suz); 2. Ned Joy (Mai); 3. Jess Ruf (Yam).
VET INT: 1. Bob Barr (Mai); 2. Ron Ryer (Yam); 3. Bill Marsh (Yam).
VET EX: 1. Rick Hall (Yam); 2. Larry Shoemaker (Yam); 3. Lee Johnson (Yam).
4-STROKE: 1. Marty Desbrow (Hon); 2. Randy Schwalenberg (Hon); 3. Craig White (Hon).

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Glover grabs glory at SSM

By Terry Whytal

ORANGE, CA, JAN. 23

Team Yamaha's Broc Glover duelled with Suzuki factory star Mark Barnett in this week's Saddleback Saturday Motocross 250cc Pro race with Glover coming out on top of moto two after finishing second to the Bomber in round one.

Barnett and Glover took the muddy track in stride as each rider blasted the shortened course in the low 1:50s. Barnett fell on the downhill but remounted and blasted past Glover to take the first moto checkers as Suzuki rider Richard Sands followed Glover to the finish line.

Barnett and Glover swapped the lead in race two with Glover finally moving into the winning position for the last time about mid-way through the race. Barnett stayed close but the one-line ruts and lapped riders kept Barnett in the runner-up position.

Glover was the overall winner while Barnett had to settle for the number two share of the purse money. Sands picked up a credible third overall while Mike Monaghan powered his Yamaha to fourth and Jim Gilson rounded out the top five on a Yamaha.

Suzuki rider Tim Foster topped the 125cc Intermediate class despite strong pressure from Yamaha-mounted Chris Heinch and Suzuki pilot Jim Cobham.

Foster was first to the checkered flag in both races while Heinch challenged from second place in round one, and Cobham pressured the leader in moto two.

Heinch picked up second overall with a 2-3 score and Cobham went home with third place honors ahead of Suzuki riders Brian Finmark and Richard Woiken.

Results

OPEN PRO: 1. Gary Jones (KTM); 2. Bill Keefe (Hus); 3. Brent Wallingsford (Hus).
250cc PRO: 1. Broc Glover (Yam); 2. Mark Barnett (Suz); 3. Richard Sands (Suz).
125cc PRO: 1. Doug Dubach (Yam); 2. Pat O'Donnell (Suz); 3. Craig Dale (Suz).
OPEN INT: 1. Dave Peters (Hus); 2. Paul Huffman (Hon); 3. Steve Zoumaras (Yam).
250cc INT: 1. Ray Wimmer (Suz); 2. Mike Torres (Yam); 3. Eddy Verwerft (Hon).
250cc INT: 1. Tim Foster (Suz); 2. Chris Heinch (Yam); 3. Jim Cobham (Suz).
OPEN NOV: 1. Paul Ikeda (Mai); 2. Jere Mason (Mai); 3. Gary Taylor (Mai).
250cc NOV: 1. Scott Lund (Suz); 2. Jeff VanCamp (Yam); 3. Jim Denham (Suz).
OPEN BEG: 1. Bill Melanson (Yam); 2. Mitch Churchill (Hon); 3. Mike Probst (Hon).
250cc BEG: 1. Cam Camerson (Suz); 2. Ralph Czarnetski (Mai); 3. Tom Bloyham (Yam).
125cc BEG: 1. John Schibinger (Hon); 2. Paul Brubacher (Hon); 3. Eddie Craig (Suz).
VET INT: 1. David Wilson (Suz); 2. Daniel Cotten (Yam); 3. John Tartaglia (Mai).
MINI INT: 1. Mike Young (Yam); 2. Tommy Combs (Kaw); 3. Mario Jaure (Yam).
MINI BEG: 1. Bobby Bellefedke (Kaw); 2. Dugan Sands (Yam).

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Jim Simons gave his best shot at Indian Dunes CRC motocross but could only come up with a second in 125cc Pro.

Oklahoma's Hoenshell gives riding lessons at CRC Dunes MX

By Tom Corley

VALENCIA, CA, FEB. 7

New talent Andy Nelinger returned to the 125cc Pro class, after three months away due to a fractured toe and battled with Oklahoma hotshoe Clay Hoenshell. Nelinger grabbed the holeshot in both motos, but mechanical problems and fatigue let Hoenshell work by to take a perfect 1-1 tally and win the 125cc Pro money in California Racing Club motocross held on the Dunes Stadium track.

Hoenshell has won three 125cc Expert races at three different tracks in two weeks. Nelinger led the first moto for a good six laps till the fork seals on his Suzuki blew out. On the other hand, Hoenshell's Yamaha had no apparent problem and he took over the lead. Nelinger was able to maintain second ahead of Randy Commons and Jim Simons.

"I'm out of shape, with my foot I couldn't run!" remarked Nelinger before the second moto. Andy hooked the holeshot once more but after two laps he started to fade. Hoenshell was once again given a perfect opportunity to take over the lead position.

Doug Gentel led Jim Simons, Zoli Meszaros, Pat O'Donnell and Andy Nelinger through the checkered. Overall it was Hoenshell with the win, Simons took second and Nelinger with the third place cash.

The two fastest 125cc Intermediate riders proved to be Rich Truchinski

and Scott Morrison. Truchinski won the first moto ahead of Morrison and Kenny Guyett. Havoc occurred in the final moto when the riders crowded into the first turn. Several of them crashed and were then run into. Some had to bank off the wall to avoid the spill and those were the riders who took the lead positions. Truchinski fell and finished 18th. Morrison had it made with the first moto leader out of the way.

Tom Stout pursued Morrison the whole time and took his chances trying to pass. His Yamaha had a string of banners wrapped around the rear wheel.

Overall it was Morrison, Stout and Richie James.

David Antillon swept the 125cc Novice race. Antillon defeated former Mini rider Joe Clancy and Todd Carmody in the first moto. Paul Donnelly took 10th in the first race but surprised everyone in the final race. He was leading for some time till he went down on one of the stadium jumps.

Antillon took over the lead and was followed by Carmody and Clancy. On the trophy list it was Antillon, Carmody and Joe Clancy.

Eric Casas was involved in the 125cc Beginner final in last week's stadium race. Nothing stopped Casas today as he took the overall win in the division two event. In the first moto Dan Manohar of Cycle Products West grabbed the lead over Casas. Eric had the lead in the final moto while Manohar had to trail. Denny Purcell aboard his new Kawasaki was in third till he slid out on a corner and Rick Jordan took over.

Results

60 NOV: 1. Jimmy Clay (Yam); 2. Jeff Lonard (Yam); 3. Joel Tokarsky (Yam).
60 INT: 1. Alvin Matthews (Yam); 2. Lenny Guyett (Yam); 3. Shawn Bates (Yam).
60 EX: 1. Bubba Erickson (Yam); 2. Steven Kotajarvi (Yam).

80 BEG DIV 1: 1. Chris Burgess (Suz); 2. David Shier; 3. Bubba Erickson (Yam).
80 BEG DIV 2: 1. Scott Sulton (Suz); 2. Glenn Gordy (Kaw); 3. Scott Murphy (Yam).
80 NOV: 1. Jim Wardle (Yam); 2. Tom Holt (Kaw); 3. Ty David (Yam).
80 INT: 1. Mouse McCoy (Hon); 2. John Gersjes (Kaw); 3. B.J. Hahn (Yam).
100 NOV: 1. Chuck Whitmore (Suz).
125 BEG DIV 1: 1. Jon Barrick (Yam); 2. Todd Wimet (Yam); 3. Scott Nelson (Suz).
125 BEG DIV 2: 1. Eric Casas (Hon); 2. Dan Manohar (Yam); 3. Rick Jordan (Yam).
125 NOV: 1. David Antillon (Yam); 2. Todd Carmody (Yam); 3. Joe Clancy (Yam).
125 INT: 1. Scott Morrison (Suz); 2. Tom Stout (Yam); 3. Richie James (Suz).
125 PRO: 1. Clay Hoenshell (Yam); 2. Jim Simons (Yam); 3. Andy Nelinger (Suz).
250 BEG: 1. Marty Desbrow (Hon); 2. Brad Halfou; 3. Larry Labrot (Suz).
250 NOV: 1. Kelly Pugmire (Hon); 2. Paul Wolfe (Hon); 3. Frank Valadao (Hon).
250 INT: 1. David Sarian (Yam); 2. Dave Welty (Suz); 3. Randy Owen (Suz).
250 PRO: 1. Larry Baker (Hon); 2. John Drury (Hon); 3. Randy Johnson (Yam).
500 BEG: 1. Mike DeStefano (Yam); 2. John Chambers (Yam); 3. Garret Pengelly (Yam).
500 NOV: 1. Robert Sena (Suz); 2. Don Durner (Yam); 3. Kurt Kovacks (Hus).
500 INT: 1. John Lovett (Yam); 2. Shawn Cane (Mail); 3. Jamie Einburis (Hon).
VET JR: 1. Ned Joy (Mail); 2. Mick Mistretta (Hus); 3. Reject Randy (Hus).
VET INT: 1. Alan Verchick (Yam); 2. Jerry Jobe; 3. Milt Muller (Mail).
VET EX: 1. Bob Dunham (Yam); 2. Too Tall Tim (Suz); 3. Gary Willison (Suz).

Dircks doubles, Arlo steals show at Deer Valley

By Bengt Shifter

PHOENIX, AZ, FEB. 7

Drey Dircks, who dominates Arizona's 125cc Pro class, scored a double win at scenic Deer Valley Cycle Park. After winning the 125s in his usual style, he found himself getting a little help he didn't ask for from the only 250cc-Open rider he couldn't beat.....National star Arlo Englund.

Arlo, taking the first moto decisively, made a choice for moto two that cost him money, won him respect, and gave the fans a thrilling race

instead of the runaway they expected from him.

Arlo, down from the snowy mountains of Colorado with Vickery Yamaha teammate Terry Kyle, blasted away from the gate in moto one and locked into second behind quick-starting Honda support rider Todd Kessel. Behind Kessel and Englund were Dircks, Brian Hayes, Husky pilot John Imbriale and Kyle.

Arlo, clearly the fastest rider that day, pressed Kessel in almost every corner until getting around on lap three. Dircks had, meanwhile, shaken off Hayes and pulled up on Kessel. He jammed by quickly and set his sights on the rapidly disappearing Englund.

As the first three riders pulled away from the pack, Hayes and Kyle were getting into some heavy dueling for fourth. Both riders were getting pretty aggressive and they tangled at the hill-top turn, both going down. Kyle remounted first as Hayes struggled, stuck in the fence. Fox Distributing Yamaha-mounted Bobby White seized this opportunity to move into fourth, holding off Kyle for the rest of the race.

Englund, Dircks and Kessel maintained the first three positions. Arlo was cruising by the moto's end with a comfortable lead. Dircks rode hard but couldn't pull up close enough to be a threat. They finished in that order with Kyle fifth and Imbriale sixth.

Dircks had wrapped up the 125cc class with two firsts over Rick Arnold of Tucson by the time the second 250cc-Open feature race came up. As the Pros gated for moto two, many of them looked with curiosity as Arlo lined up on the far outside instead of his usual inside starting position. When the gate dropped, Kessel repeated his patented holeshot with Dircks in second, Timbo Richardson in third, Hayes fourth and Arlo Where was Arlo? Arlo sat on the starting line calmly until the pack rounded the first turn.

By turn four, Dircks had taken the lead with Richardson following, Kessel in third and Arlo already passing the backmarkers. Putting pass after pass on the pack, he literally stole the show from the leaders.

Dircks, never one to let a good thing go, stretched out a lead as Richardson held second and Hayes dived under Kessel on lap six for third. As Kessel dropped back slightly, the dynamic duo of Kyle and Englund were on him.

For lap after lap the trio swapped places, with first Kyle going around Kessel only to bobble and lose it. Then Arlo going around Kyle, then around Kessel only to fall and render his rear brake pedal useless which dropped him back to sixth. Kyle made several more moves but couldn't seem to make them stick as Arlo caught up to him.

With no rear brake Arlo had to stay well behind his teammates, just far enough ahead of Bobby White to keep sixth.

At the finish, it was Dircks, Richardson (DNF moto one), Hayes, Kessel, Kyle, Englund and White. Overall it was Dircks, Kessel, Englund, Kyle and White in the money. With racing like this going on, lucky Deer Valley Cycle Park fans are certainly seeing motocross at its best!

Results

MINI PEE WEE: 1. Ken Vickers (Yam).
PEE WEE: 1. Kevin Cook (Yam).
EX PEE WEE: 1. Brent Wineland (Yam).
MINI BEG: 1. Nick Pietrasik (Kaw); 2. Jeff Ellis (Kaw); 3. Pat Loughran (Yam).
MINI NOV: 1. Tracy Reeves (Kaw); 2. Billy Carlson (Yam); 3. Bob Kerr (Yam).

MINI AM: 1. Dennis Parker (Yam); 2. Craig Nielsen (Yam); 3. John Moran (Yam).
 MINI EX: 1. Bill Dalton (Hon).
 100: 1. Troy DeGree (Yam).
 105: 1. Bill Dalton (Hon); 2. Dennis Parker (Yam).
 125 BEG: 1. David Alexander (Yam); 2. Jeff Ellis (Yam); 3. Darin Trotta (Suz).
 125 NOV: 1. Gem Hassan (Suz); 2. Ron Hart (Suz); 3. Keith Nielsen (Yam).
 125 AM: 1. David Witmer (Suz); 2. Doug Jackson (Yam); 3. Garry Hoffman (Yam).
 125 EX: 1. Drey Dircks (Suz); 2. Ricky Arnold (Suz); 3. Tom Tait (Yam).
 250 BEG: 1. Robert Dees (Hon); 2. Bret Cassaro (Yam); 3. Jesse David (Yam).
 250 NOV: 1. Doug Goodman (Hus); 2. Virgil Hernandez (Yam); 3. Kirk McLaws (Yam).
 250 AM: 1. Tim Kennedy (Yam); 2. Rick Myers (Hon); 3. Dave Daniels (Suz).
 250 EX: 1. Drey Dircks (Yam); 2. Todd Kessel (Hon).
 OPEN NOV: 1. Bruce Berkley (Kaw).
 OPEN AM: 1. Larry Noel (Yam).
 OPEN EX: 1. Arlo Englund (Yam).
 OLD TIMERS NOV: 1. Barry Beegle (Hon).
 OLD TIMERS AM: 1. Tim Kennedy (Yam); 2. Stan Foster (Hon).

OT Dick Mosley, Tim Holt ride high at DeAnza

By Bob Alloy

SUNNYMEAD, CA, JAN. 31

There was beautiful, summer-like weather at DeAnza and 29 Old Timers got together for another blasting good time.

Dick Mosley of the Masters class started things off right on a new 490 Yamaha sponsored by Bellflower Yamaha. Mosley showed how terrific this machine is by taking the lead in both motos along with both first place wins. Ed Michetti also did some power riding and took a well-deserved second place.

Expert Tim Holt, riding on his new water-cooled Yamaha 250, put it to the test and it proved to be a real winner. Holt grabbed firsts in motos one and two. Bob Berdyck battled his way into the second spot on lap five and stayed there for second place. Crossing the finish line with third place was "Blind" Bob De Miranda.

The second moto found De Miranda gassing it up even more and taking second while Bob Berdyck took third.

Amateur Bo Ingram took the lead for one lap then Bob Jones had his go at it for six laps. Bo regained his lead and won. Pete Gutierrez moved in with second and Jim Cooke put his Honda into third place. Gordon Mathieu finished off with fourth place.

Ingram started the second moto with the holeshot and dominated things for awhile. Cooke found a way through and went in to win. Gutierrez battled and picked up another second place. Ingram held in there and took third place while Mathieu finished up things with one more fourth place.

Novice Howard Zimmerman took the holeshot and was the best one out there, for three laps, until he went down. That gave the advantage to Dick Fettel who knew just what to do. He took his lead to the winning line first. Dick Doyle did some fast moving and came up with second while Blodgett took third. In moto two Blodgett reversed things a bit and dominated the action and as a result he took the big win. Dick Doyle took second place honors while Dick Fettel followed with a smooth third place.

Results

MASTERS: 1. Dick Mosley; 2. Ed Michetti.
 EX: 1. Ted Holt; 2. Bob De Miranda; 3. Bob Berdyck.
 AM: 1. Jim Cooke; 2. Pete Gutierrez; 3. Bo Ingram.
 NOV: 1. Blodgett; 2. Dick Doyle; 3. Dick Fettel.

Benavidez tops 250cc Pros at Saturday Saddleback

By Terry Whytal

ORANGE, CA, FEB. 6

Yamaha support rider Juan "Burrito" Benavidez powered to a 2-1 score and first overall at this week's Saddleback Saturday Motocross. Canadian Suzuki rider Ross Pedersen topped the first moto but DNF the second, leaving Benavidez with a safe lead and the top share of the purse money.

Suzuki-mounted Andy Guth picked up the second place money by finishing near the front in each moto, while other riders had problems that dropped them from competitive positions in one of the two races. Chappy Blose charged his Suzuki to second place in round two and earned third overall for the effort ahead of Yamaha rider Mike Monaghan.

Bill Keefe easily handled the Open Pro race, putting his Husky well in front of the pack early in each moto. Maico rider Bob Rutten followed Keefe to the checkers for second place and Ronnie Gibson powered his Maico to third.

Yamaha rider Clay Hoenshell benefited from Craig Dale's misfortune to top the 125cc Pro contest. Dale won the first moto with Hoenshell second. Dale was 15 seconds ahead of Hoenshell in round two when his Suzuki's rear tire went flat. Yamaha rider Dennis Hulen picked up second behind Hoenshell while Suzuki-mounted Pat O'Donnel claimed third as Dale dropped to fourth.

Suzuki rider Karen Leitinger won the Women's Expert race with two perfect motos. Honda-mounted Gale Webb stayed close in the runner-up position to take second overall and Yamaha rider Natalie Allen picked up third.

Chuck "Feets" Minert powered his new Honda 480R to the Vet Expert win despite his unfamiliarity with two-stroke engines. KTM rider Rick Watson and Suzuki pilot Bert Wehr battled for the number two slot. Watson bested Wehr in the first moto but Wehr returned the favor in round two to earn second overall honors with Watson taking third and Suzuki rider Jody Weisel placed fourth.

Results

OPEN PRO: 1. Bill Keefe (Hus); 2. Bob Rutten (Mai); 3. Ronnie Gibson (Mai).
 250cc PRO: 1. Juan Benavidez (Yam); 2. Andy Guth (Suz); 3. Chappy Blose (Suz).
 125 PRO: 1. Clay Hoenshell (Yam); 2. Dennis Hulen (Yam); 3. Pat O'Donnel (Suz).
 OPEN INT: 1. Alan Olson (Mai); 2. Paul Hoffman (Hon); 3. Mark Stroup (Suz).
 250 INT: 1. Frank Laures (Yam); 2. Greg Fountain (Yam); 3. Ron Varela (Suz).
 125 INT: 1. Brian Manley (Yam); 2. Tim Foster (Suz); 3. Robert Felix (Yam).
 OPEN NOV: 1. Larry Francis (Suz); 2. Todd Wiseman (Yam); 3. Bob Klatt (Mai).

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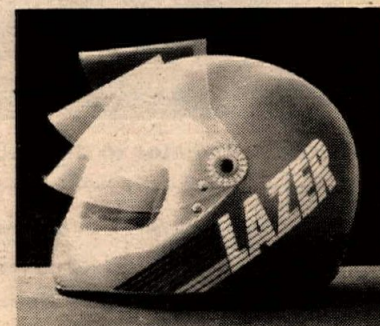
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Rick Rodgers put the horsepower of his Kawasaki KX250 to good use at DeAnza. He collected the 250cc Pro win.



Pat Schreffler radiates to the 250cc Intermediate win at Corona.

250 NOV: 1. William Kelly (Yam); 2. Cal Stuebner (Suz); 3. Eric Nelson (Hon).
125 NOV: 1. Tony Tweson (Yam); 2. Jay Spear (Suz); 3. K.C. Maddox (Yam).
125 C BEG: 1. Kirk Citizenberg (Yam); 2. Richard Oliver (Yam); 3. Claud Comstock (Yam).
VET EX: 1. Chuck Minert (Hon); 2. Bert Wehr (Suz); 3. Rick Watson (KTM).

VET INT: 1. Bill Manley (Yam); 2. David Wilson (Suz); 3. Jim Smith (KTM).
VET NOV: 1. R. Smith (Hon); 2. Larry Dunn (Suz); 3. Bill Siefert (Hus).
WOMEN'S EX: 1. Karen Leitinger (Suz); 2. Gale Webb (Hon); 3. Natalie Allen (Yam).
MINI INT: 1. Nicky Pounds (Suz); 2. Randy Gatica (Yam).

MINI NOV: 1. Bob Belleville (Yam); 2. Jeff Kent (Kaw); 3. Jim Forsythe (Yam).
MINI BEG: 1. Ty Davis (Yam); 2. Scott Noseworthy (Yam); 3. Mark Rainaud (Kaw).

Esperanza hijacks Corona high school-o-cross

By Kit Palmer

CORONA, CA, FEB. 5

With the high school moto-cross season still in full swing, the quality of racing is as exciting as ever. Such was the case at Corona Raceway when Cerritos narrowly captured the win, only 11 points ahead of Hemet, 202-193. Esperanza capped the evening with 152.

The only class in which Cerritos took the overall win was the 250cc Novice class when Jeff Krijakin (Yam) edged out Hemet's Mike Neft (Yam). In the first moto it was Neft who took the win while Krijakin settled for third.

In the second race the two racers switched positions, giving the overall win to Krijakin. Willie Musty (Yam) of Cerritos managed two third for third, while another Cerritos rider, Tom Munns (Yam) took fourth.

Mike Dondel (Yam) of Hemet took command of the Mini Novice class, leading every lap in each moto to capture the victory. Taking second was Hemet's Walter Elicken (Yam), who took second each time out. Mike Meire (Kaw) held on to third for Esperanza.

Esperanza placed 1-2 in the 175cc Novice class after Steve Jensen (Suz) took the win followed by teammate Scott Holmes (Yam). Jeff Winder (Yam) of Cerritos combined a 3-2 score for third.

There was no taming Kawasaki of Pomona's Rick Rodgers in the 250cc Pro class although Malcolm Smith's Vince McMahon (Yam) tried. At the start of the first moto it was Rodgers who rocketed into the lead followed

by McMahon, Tim Krogh (Hon) and Jack Scott (Yam).

Rodgers and McMahon quickly developed a comfortable margin over the rest of the field as they fought for the lead.

The show was all Rodgers as he stretched his lead on the way to victory. McMahon took second while Krogh held on to third.

Moto two was a carbon copy of the first, Rodgers grabbed the early lead pursued by McMahon and Krogh. McMahon stayed within striking distance throughout the race, ready to take advantage of any mistake. There were none and Rodgers went on to take a flawless win.

Results

HIGH SCHOOL

MINI NOV: 1. Mike Dondel (Yam); 2. Walter Elicken (Yam); 3. Mike Meire (Kaw).
100 NOV: 1. Mike Dondel (Yam); 2. Dino Terraciano; 3. Tony Heine (Kaw).

125 NOV: 1. Steve Jensen (Suz); 2. Mike Darnell (Suz); 3. Brad Miller (Yam).

175 NOV: 1. Steve Jensen (Suz); 2. Scott Holmes (Yam); 3. Jeff Winder (Yam).

250 NOV: 1. Jeff Krijakin (Yam); 2. Mike Neft (Yam); 3. Willie Musty (Yam).

250 SRS: 1. Dale Dondel (Yam); 2. Bill Scott (Yam); 3. Todd Johnson (Yam).

500 NOV: 1. Shawn Hanson (Hon); 2. Willie Musty (Yam); 3. Tom Munns (Yam).

500 INT: 1. Bill Scott (Yam); 2. Todd Johnson (Yam).

UNATTACHED

MINI BEG: 1. Lenny Gayott (Yam); 2. Shawn Burrell (Yam); 3. Joey Mendoza (Kaw).

MINI NOV: 1. Craig Canoy (Suz); 2. Ron West (Kaw); 3. Thayne Zito (Yam).

MINI INT: 1. Steven Gamble (Yam); 2. Mike Dodge (Kaw); 3. Tommy Combs (Kaw).

MINI EX: 1. Mike Roberts (Yam); 2. Jason Rincon (Kaw).

100 BEG: 1. Tim Dehnal (Yam); 2. Dan Mahoney (Kaw).

125 BEG: 1. Alex Lope (Yam); 2. Phil Lewis (Yam); 3. Steve Mellinger (Yam).

125 BEG: 1. Steve Ness (Suz); 2. Frank Bucheli (Suz); 3. Mike Barker (Suz).

125 NOV: 1. Joe Clausi (Kaw); 2. Brett Jacobs (Yam); 3. Danny Cantley (Kaw).

125 INT: 1. Mark Decker (Yam); 2. Harley Lawrence (Yam); 3. Greg Bender (Yam).

125 PRO: 1. Steve Shippy (Suz); 2. Chris Heinrich (Yam).

250 BEG: 1. Scott Burian (Hon); 2. Chris Cavin (Hon); 3. Dan Krough (Hon).

250 NOV: 1. Larry Woodhouse (Yam); 2. Ellen Berger (Suz); 3. Larry Cravens (Yam).

250 INT: 1. Pat Schreffler (Hon); 2. Brandon Sniederwine (Yam); 3. Kinney Jones (Hon).

250 PRO: 1. Rick Rodgers (Kaw); 2. Vince McMahon (Yam); 3. Tim Krogh (Hon).

500 BEG: 1. Jim Daniels (Yam); 2. David Hubbard (Suz); 3. Mark Molina (Yam).

500 NOV: 1. Paul Schreffler (Hon); 2. Dale Radford (Mai); 3. Gordon Thulemere (Yam).

500 INT: 1. Dean Wilkinson (Yam); 2. Mike Senter (Yam); 3. Jim Vermillion (Yam).

Rodgers plays mean green for Riverside handicapped

By Kit Palmer

SUNNYMEAD, CA, FEB. 7

Racing was a little more special last Sunday at DeAnza Cycle Park when many handicapped people of the Riverside County Rehabilitation Center of Nuevo came out to spectate the day's racing. They seemed to enjoy watching the fast and furious action just as much as the riders.

Many riders came out this weekend in preparation for the upcoming 30-minute Saturday motos beginning February 27. One rider who doesn't need much preparation is Pomona Valley Kawasaki's Rick Rodgers.

Rodgers took complete command of the 250cc Pro class by capturing the win each time out. At the start of moto one it was Rodgers who rocketed into the lead followed by a duo of PVK riders, Don Hoover and Fred Nichols. In fourth was Frank Hoover (Suz).

It wasn't long before Rodgers had developed a sizeable lead. The battle over second was already in the works.

Nichols began to pressure Hoove early in the race and took over the second spot by the third lap. However, Hoove wasn't about to settle for third so he returned the favor by breathing heavily down Nichols' back. Lurking behind in fourth was Frank Hoover.

By the halfway point both Hoovers managed to sneak by Nichols. Rodgers went on to take an easy win followed by Don and Frank Hoover.

Moto two saw Rodgers again grab the holeshot pursued by Nichols, F. Hoover and Greg Nassh (Mai). Rodgers extended his lead, leaving the rest of the pack to fight over second. Nichols managed to hold on to his second place position throughout much of the race but surrendered to both Hoovers. The duel over second was fierce with only a few laps remaining.

It was on the final lap when D. Hoover made his move, taking over second. Rodgers took the overall followed by D. Hoover, F. Hoover and Nichols.

Ex-Mini ace Danny Cantley captured the win in the 125cc Novice class, dominating the first moto and leading every lap from start to finish.

Second to Cantley was Suzuki-mounted John Cushingham, who had to pass third-place finisher Jim German (Yam) only two laps from the end.

For Cantley the second moto wasn't easy as he had to pass five riders to take the win. German managed to hold off Cushingham for second overall while Cush had to settle for

third. Robert Cadwell (Kaw) took a convincing win in the Mini Beginner class, winning both motos. A 2-4 score enabled Chad Smart (Yam) to take second while a 5-2 tally gave Travis Bellatt (Kaw) third.

- Results**
- PEE WEE: 1. Stephen Hengeveld (Suz); 2. Dale Smart (Yam); 3. David Ochoa (Yam).
- MINI BEG: 1. Robert Cadwell (Kaw); 2. Chad Smart (Yam); 3. Travis Bellatt (Kaw).
- MINI NOV: 1. Arthur Huffer (Kaw); 2. Roy Chambers (Yam); 3. Terry Szusko (Yam).
- MINI INT: 1. Tom Combs (Kaw); 2. Mike Fitzgerald (Yam).
- 125 BEG: 1. Larry Benedict (Yam); 2. Lance Gorton (Kaw); 3. Alex Lopez (Yam).
- 125 NOV: 1. Danny Cantley (Kaw); 2. Jim German (Yam); 3. John Cushingham (Suz).
- 125 INT: 1. Con Berner (Yam); 2. Mike Roberts (Yam); 3. Mark Wiedeman (Suz).
- 125 PRO: 1. Randy Yetto (Yam); 2. Donnie Sigris (Suz); 3. Randy Wickward (Kaw).
- 250 BEG: 1. Danny Morales (Yam); 2. Jeff Caemano (Suz); 3. Shannon Massey (Hon).
- 250 NOV: 1. Mark Montgomery (Kaw); 2. Jim Cogley (Yam); 3. Mark Valentino (Kaw).
- 250 INT: 1. Kit Palmer (Suz); 2. Kinney Jones (Hon); 3. David Harman (Kaw).
- 250 PRO: 1. Rick Rodgers (Kaw); 2. Don Hoover (Kaw); 3. Frank Goover (Suz).
- OPEN BEG: 1. Greg Fresne (Yam); 2. Greg Pagan (Yam); 3. Errol LeDuc (Yam).
- OPEN NOV: 1. Bill McLanson (Yam); 2. Scott Sewell (Yam).
- OPEN INT: 1. Ron Lawson (Suz); 2. Bob Bolot (Hus).
- OPEN PRO: 1. Ronnie Gibson (Mai); 2. Tom Mayfield (Mai).
- VETS JRS: 1. Jay Hattabaugh (Suz); 2. Ken McLeap (C-A); 3. Mike Knox (Hus).
- VETS INT: 1. Neil Stepleton (Hon); 2. Tom Sawyer (Suz); 3. Larry Lowen (Suz).
- VETS SRS: 1. Al Guzman (Suz); 2. Ed Michetti (Suz).

Benedict bests Beginners at DeAnza MX
By Kit Palmer



Larry Benedict (2) took home the gold in the 125cc Beginner class at DeAnza.

SUNNYMEAD, CA, JAN. 31

At DeAnza Cycle Park Larry Benedict took his Yamaha to a 2-1 combination to capture the win in the 125cc Beginner class just ahead of Lance Gorton (Kaw), who combined a 3-2 tally.

The action began with the start of the first moto when Gorton grabbed the early advantage in front of Benedict, Ray Amey (Yam) and Darren Paley (Suz). But positions quickly changed when both Benedict and Paley snuck by the leader.

The two top contenders began to duel for the top spot as they stretched

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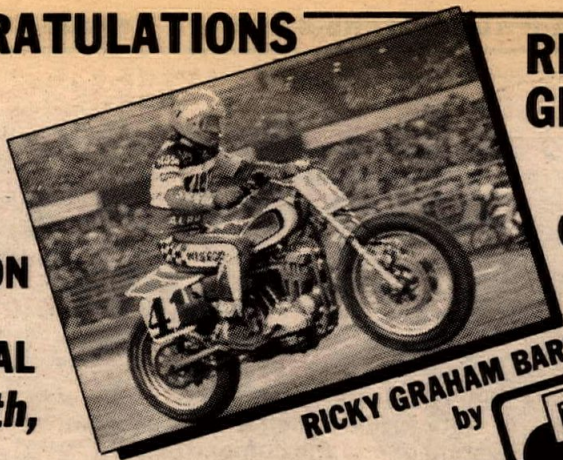
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		SERIES	QUANTITY	WHEN	AVAILABLE	DISCOUNT	AVAILABLE	SHIPPING	EMERGENCY	FREIGHT	TERMS
CASTRE	BOOTS-GLOVES-GOGGLES	all	unl	Jan	29	47	yes	wkl	yes	pp	un-
LEVI'S	shrink to fit-501 -HD denim jeans, shirts, jackets	all	unl	Mar	50	flyr	wk	no	cod	con	un-
NTW	first quality-name brand steel belted radial van/trailer tires	all	lmt	Mar	50	flyr	tue	yes	cod	con	un-
JOHNSON & JOHNSON	specialty designed dirt or asphalt first aid kit (a must)	all	unl	Apr	65	yes	wed	no	pp	sat	un-
AMERICAN SPORTS	KRW & FURY HELMETS	all	unl	Feb	40	yes	thru	no	cod	20%	un-
EARL'S PERFORMANCE	Hose ends, coolers, hoses, gas line, brake line	all	unl	Jan	35	yes	wk	no	cod	con	un-
E. & DuPONT	(pending AMA approval) All new leather protection	all	unl	~	72	yes	mo	n/a	pp	con	un-
CASL&M	Absolute, unconditional fog free shields- all helmets	all	unl	Apr	52	yes	div	yes	pp	con	un-
CNA	Life Insurance- Std. Rates	Pro	unl	Jan	std	app	div	~	pp	phy	un-
STEREO DISC.	Home stereo & Video Equip	all	unl	Jan	25	yes	wkl	na	cod	std	un-
L&M	Hand tools and small machine shop tools	all	ltd	Jan	70	flyr	wkl	no	cod	day	un-
VAN-CAMPING DISTRIBUTOR	Van & Camping Supplies	all	unl	Jan	55	flyr	wkl	no	cod	std	un-
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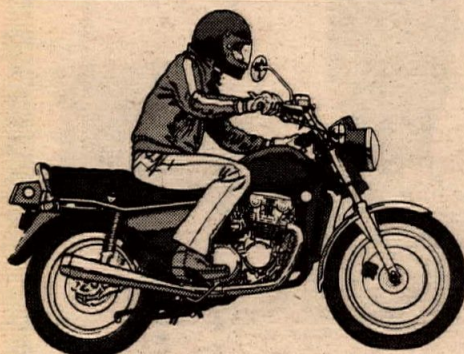
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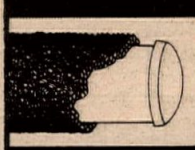
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their lead over the rest of the pack. Nearing the end of the race Paley put the move on Benedict, taking over the lead.

At the finish it was Paley who crossed the finish line first, followed by Benedict, Gorton and Scott Mapes (Kaw).

At the start of moto two it was again Gorton who grabbed the hole-shot pursued by Benedict, Mapes and Amey. During the first lap Benedict went down, dropping back eight positions. But by the next lap he had already won four of them.

Meanwhile, the battle for the lead was fierce. Mapes stayed close to the leader but began to fade by the half-way point. By this time Benedict had made his way through the pack to pass Mapes and challenge Gorton. Benedict managed to stuff-it around Gorton for the lead and the eventual win.

Gorton held on to second while Amey and Mapes followed.

In the Pro action it was Larry Lawrence (Yam) who convincingly won both motos, taking the overall victory. Lawrence's closest competitor was Maico-mounted Ronnie Gibson. A 2-3 tally enabled Gibson to take second overall. Bill Pelt (Yam) settled for third.

In the 250cc Novice class Jim Ellenberger (Suz) came from behind to win the first moto, while a second in moto two was enough to capture the overall victory just ahead of second-place-finisher Mark Montgomery (Kaw). Montgomery had to be content with a first moto third, but made up for it by winning the second time out. Mark Valentino (Kaw) took third with a 4-3 combo.

Results

PEE WEES: 1. Stephen (Suz); 2. David Ochoa (Yam); 3. Kale Leogrande (Yam).

PEE WEES: 1. Jack T. Mills (Yam); 2. Jeff Knox (Suz).

MINI BEG: 1. Robert Caswell (Kaw); 2. Jeff Stone (Yam); 3. Andy Leisner (Hon).

MINI INT: 1. Jason Prater (Yam); 2. Mike Fitzgerald (Yam).

125 BEG: 1. Larry A. Benedict (Yam); 2. Lance Gorton (Kaw); 3. Scott Mapes (Kaw).

125 NOV: 1. Jason Prater (Yam); 2. John Cushingham (Suz); 3. Scott Geilenfeld (Yam).

125 INT: 1. Con Berner (Yam); 2. Gordon Wark, Jr. (Kaw); 3. Don Jandt (Suz).

250 BEG: 1. Mike Miller (Hon); 2. Maurice Woods (Hon); 3. Steve Christiansen (Hon).

250 NOV: 1. Jim Ellenberger (Suz); 2. Mark Montgomery (Kaw); 3. Mark Valentino (Kaw).

250 INT: 1. Tim Cauby (Yam); 2. David Wilson (Suz); 3. Kit Palmer (Suz).

250 PRO: 1. Larry Lawrence (Yam); 2. Ronnie Gibson (Mai); 3. Bill Pelt (Yam).

OPEN NOV: 1. Rick Hughes (Yam); 2. Greg Roberg (Yam); 3. Vic Williams (Mai).

OPEN INT: 1. Ron Lawson (Hon); 2. Terry Altman (Suz); 3. Jim LaTendresse (Hon).

VETS JRS: 1. Floyd Hollinger (Suz); 2. Jim Nelson (Suz); 3. Mike Knox (Hus).

VETS INT: 1. William Cline (Hus); 2. Gordon Ward (Yam); 3. Asker Larnkier (Suz).

VETS SR: 1. Robert Berdyck (Mai); 2. Ed Michetti (Suz); 3. David Wilson.

Englund on top at Deer Valley

By Bengt Shifter

PHOENIX, AZ, JAN. 31

Arlo Englund, long hailed as the nation's top privateer, gave Deer Valley Cycle Park fans a display of riding ability they won't soon forget. From turn one to the checkered flag he rode with a smoothness and grace that stood apart from his competitors. Also sharing the limelight was Arizona's own Drey Dircks who won the 125cc Pro class with two strong firsts and ran a good race behind Arlo in the big bikes.

In the 250cc/Open Pro races, moto one found Arlo on the line facing a strong challenge from fellow Coloradons Terry Kyle (also on a Yamaha), Stacey Cook (Hon), and Danny Lee (KTM), while heading Arizona's team

were Drey Dircks (Yam), Chappy Blose (RF Suz), Roger Jones (Mai), John Imbriale (Hus) and his younger brother Pat Imbriale (Yam).

When the gate dropped Arlo blasted his Vickery Yamaha into the lead hotly pursued by Dicks, Kyle, Blose, Pat Imbriale and Cook. Up the Devil's Hill one could see Arlo pulling seconds on the pack. Englund exploded the berm at the top of the hill and charged back down with a four-second lead.

Behind him Dircks took command of second with Kyle and Blose banging bars for third. Blose stuffed his wheel under Kyle midway through lap one causing the Colorado rider to low-side. Blose, now in third, took a spill two turns from completing lap one and handed over third to Pat Imbriale on the Southwest Yamaha.

Kyle, meanwhile, restarted and came around in 10th place. Jones, on a County Cycle Maico, was dogging Imbriale for third as Englund pulled away with only Dircks anywhere close. Arlo rode in the smoothest style imaginable, eventually pulling to a very comfortable lead with Dircks a solid second. Jones' fuel line came adrift, leaving Imbriale to fend off the hard-charging Kyle. Finishing in fifth behind Kyle was Chappy Blose.

By moto two the fans were ready to see if anyone could stop another Englund runaway. This was not to be, however, as the first turn found Englund roosting the rest. As they came around, it was Englund, Pat Imbriale, Dircks, Blose and Harris.

Imbriale was passed on lap three as first Dircks, then Blose found a way around. These two had a war going for second as Arlo stretched out his lead. Dircks pulled away mid-moto as Blose's Roost Factory bike went snap! crackle! pop! and left him with a long walk back to the pits. With Arlo stylin' it in first and Drey Dircks locked into second, Imbriale led Colorado Honda support rider Cook with fifth place Terry Kyle ahead of Husky-mounted John Imbriale.

Overall, it was Englund, Dircks, Pat Imbriale, Kyle and Stacey Cook with Colorado taking three out of five in the feature race!

Drey Dircks used his Sun Suzuki/Fox Distributing RM125Z to defeat Chappy Blose's Roost Factory machine with two firsts in 125cc Expert. Jon Deremo was going fast with a third in moto one only to DNF moto two. His brother, Rick Deremo, put his Yamaha into third overall with 4-5 finishes.

All in all it was a day of racing anyone could appreciate with a spectacular air show at adjacent Deer Valley Airport taking place at the same time. Can't wait till next week...when Arlo returns...!

Results

Y-ZINGER: 1. Chucky Cook (Yam).

BEGINNER PEE WEE: 1. Dean Colquette (Suz).

PEE WEE: 1. Jerry Adkins (Yam).

80 BEG: 1. Jakey Liggett (Hon); 2. Mark Tirman (Yam); 3. Jessy Morgan (Yam).

80 NOV: 1. Joe Marziano (Yam); 2. Tracy Reeves (Kaw); 3. Bobby Arnold (Yam).

80 AM: 1. Robert Naughton (Yam).

80 EX: 1. Bill Dalton (Hon).

125 BEG: 1. Darin Trotta (Suz); 2. Kevin Wood (Suz); 3. John Swanholt (Yam).

125 NOV: 1. Dallas Brown (Yam); 2. Ed Harrington (Yam); 3. Gem Hassan (Suz).

125 AM: 1. David Winter (Suz); 2. Tony Leon (Yam); 3. Scott Keyes (Suz).

105: 1. Bill Dalton (Hon).

125 EX: 1. Drey Dircks (Suz); 2. Chappy Blose (Suz); 3. Rick Deremo (Yam).

250 BEG: 1. Jesse David (Yam); 2. Robert Dees (Hon).

250 NOV: 1. Dave Daniels (Suz); 2. Ben Petrosius (Mai); 3. Virgil Hernandez (Yam).

250 AM: 1. Larry Noel; 2. Dale Cooley (Yam); 3. Marty Nissen (Mai).

250 EX: 1. Arlo Englund (Yam); 2. Drey Dircks (Yam); 3. Pat Imbriale (Yam).

OPEN NOV: 1. Bruce Berkley (Kaw).

OPEN AM: 1. Tim Kenney (Yam).

OT: 1. Rick Myers (Hon).



Greg Zitterkopf took on all comers at Corona and emerged top Open Pro.

Zitterkopf, Orescanin victors at Corona MX

By Kit Palmer

CORONA, CA, JAN. 29

Bitter cold seemed to discourage rider attendance last Friday night at Corona Raceway, but those who did brave the low temperature made the best of it. Montclair Yamaha's Greg Zitterkopf (Yam) and Motor Sport's Andy Orescanin (Kaw) didn't seem to mind the cold as they ended the evening victorious.

In the 500cc Pro class Zitterkopf easily took the overall, capturing each moto win. Completing his night with a score of 2-2 Clay Hoenshell settled for second and Robert Campbell (Mai) had to be content with third.

Most of the action came from the 250cc Pro class when, at the start of the first moto, Pomona Kawasaki's Rick Rodgers (Kaw) and Zitterkopf collided while fighting for the lead.

This gave the top spot to Orescanin followed by Doug Nicol (Hon), John Mazzacane (Suz) and Tony Riddell (Kaw).

Rodgers managed to remount, but the same wasn't true for Zitterkopf because of a mangled bike. Two laps later both Mazzacane and Riddell managed to slip by Nicol. Rodgers was working his way up to fourth, but he was still too far back to cause any more damage. Orescanin took the win followed by Mazzacane and Riddell.

At the start of the second show-down, Rodgers grabbed the holeshot with Orescanin and Zitterkopf hot in his tracks. Within a few laps the Kawasaki pilot developed a slight lead, while Zitterkopf tried to get around Orescanin.

Zitterkopf did by the end of the second lap but he couldn't gain any ground on the leader. Rodgers rode steady enough to win followed by Zitterkopf and Orescanin.

Orescanin's 1-3 combo enabled him to take the overall. Second went to Rodgers while Mazzacane captured third.

Probably the most exciting racing of the night was produced by the 125cc Intermediate class. At the start of the first moto it was Robert Fely (Yam) who grabbed the early lead closely pursued by Von Jones (Yam), Bruce Harcrow and Mark Decker (Yam). Fely developed a slight lead within a few laps but both Harcrow and Decker were on the move when they snuck by Jones.

Decker then pressured Fely, soon taking over the lead. Fourth-place Harley Lawrence (Yam) wanted in on some of the action so he passed Harcrow. But Harcrow quickly retaliated a lap later.

With two laps remaining Fely dropped out, handing second to Harcrow. Decker took the win followed by Harcrow and Con Berner (Yam).

Moto two was as exciting as, if not more exciting than, the first. The four leaders battled it out from start to finish. Jones led the race throughout the moto but relinquished the lead to Decker on the final lap. Berner held on to a respectable third while Harcrow settled for fourth.

Results

MINI BEG: 1. Ray Ehram (Hon); 2. Craig Candy (Suz); 3. Joey Mendoza (Kaw).

MINI BEG: 1. Shawn Burrell (Yam); 2. David Farris (Yam); 3. John Bays (Kaw).

MINI NOV: 1. Ron Hammond (Yam); 2. Brian Eterovich (Yam); 3. Tim Malcolm (Yam).

MINI EX: 1. Mike Roberts (Yam); 2. Jason Rincon (Kaw); 3. Steve Stewart (Kaw).

125 BEG: 1. Francisco Bucheli (Suz); 2. Steve Ness (Suz); 3. Chuck Collins (Suz).

125 NOV: 1. Eric Sackett (Yam); 2. Danny Cantley (Kaw); 3. Paul Donnelly (Suz).

125 INT: 1. Mark Decker (Yam); 2. Con Berner (Yam); 3. Bruce Harcrow (Suz).

125 PRO: 1. Clay Hoenshell (Yam); 2. Doug Dubach; 3. Chris Swank (Suz).

250 BEG: 1. Scott Burain (Hon); 2. Chris Cavin (Hon); 3. Dave Greene (Yam).

250 NOV: 1. Larry Woodhouse (Yam); 2. David Hernandez (Yam); 3. Greg Mayer (Mai).

250 INT: 1. Rick Roark (Kaw); 2. Pat Schreffler (Hon); 3. Brandon Sniederwine (Yam).

250 PRO: 1. Andy Orescanin (Kaw); 2. Rick Rodgers (Kaw); 3. John Mazzacane (Suz).

500 NOV: 1. Paul Schreffler (Hon); 2. Jim Daniels (Yam); 3. David Callaway (Kaw).

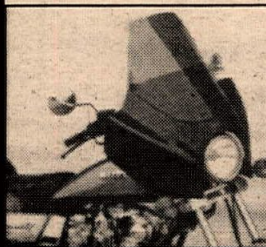
500 INT: 1. Dean Wilkinson (Yam); 2. Bob Tippet (Yam); 3. Jerry Ebling (Kaw).

500 PRO: 1. Greg Zitterkopf (Yam); 2. Clay Hoenshell (Yam); 3. Robert Campbell (Mai).

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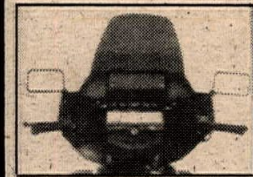
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NORTHERN DATELINE

Steve Kotajarvi won 60cc Junior 9-11 while Shawn Kalos took 60cc Intermediate 9-11 at Prairie City.

Bethards bests Brush Riders GP

Photos by Darlene Castle

SHELTON, WA, JAN. 31

The second annual grand prix billed as the Seattle Brush Riders Supercross Kick-Off was definitely a ground shaker with nearly 200 riders showing up to brave the cold weather. Although rain had darkened the skies for a week prior, Sunday morning at the Mason County Fairgrounds dawned crisp and clear. Entries came from Canada, Washington and Oregon. Classes were broken into four categories: Brush Light (200cc and under), Brush Heavy (201cc and up), Motocross (any size), and Masters (riders 30 and over). The five mile course was demanding with over 50% of the track being brand new.

Brush Light was first race of the day with 45 riders on the starting line. Grass covered fields, fire roads and enduro-type trails made up the bulk of the course. As the green flag went down, two Honda-mounted riders leaped out front. In first place was Rob Goodwin with Steve Smith nearly in his hip pocket and Ron Howick a very close third. One hour and 12 minutes later, the checkered flag dropped with Goodwin 16 seconds ahead of Smith, and Howick 12 seconds behind Smith.

Second race of the day was Brush Heavy. Fifty-six riders filled the starting line. Kevin Bethards, a strong young enduro rider and son of a former gold medal Six Day team rider, showed everyone what it's all about. Bethards grabbed the holeshot and never looked back until the checkered, leading the race all the way. Brad Sears and Richard Merritt battled for second with Merritt holding Sears off for three laps. On the fourth lap, Sears put on a drive and took over second place with Merritt in hot pursuit right to the finish.

Race number three was Motocross, a run-what-you-brung class with the winner receiving a Hangtown entry, \$200 cash and a Red Dot tire, two Supercross tickets and an assortment of accessories. Doug Taylor wanted it bad. He dropped the hammer on his 125 and held the lead until the fifth lap when Lance Richotte took over the lead. On the final lap, Taylor was right on Richotte's fender and regained the lead only a few feet from the finish to win.

The final race of the day saw 51 Seniors line up. Claude Hislop proved

to be the man to beat with Tom Tracy a close second followed by Pat Marinacci.

The day ended with an award presentation and a lot of happy people. The Black Hills Dirt Riders who presented the race thank all the riders and sponsors for making the event a super success.

Results

BRUSH LIGHT: 1. Rob Goodwin (Hon); 2. Steve Smith (Hon); 3. Ron Howick.
BRUSH HEAVY: 1. Kevin Bethards; 2. Brad Sears; 3. Richard Merritt.
MOTOCROSS: 1. Doug Taylor; 2. Lance Richotte; Kelly Almquist.
MASTERS: 1. Claude Hislop; 2. Tom Tracy; 3. Pat Marinacci.

Golden State Sportsmen play at Prairie City

By Bill Spencer

SACRAMENTO, CA, JAN. 30

Opposing the bad weather for round five of the Continental Moto-sport Club/Preston Petty Golden State Series was a more typically beautiful California weekend with clear, bright and warm racing weather for the almost 300 Sportsman troops still on the warpath for the titles and goodies. Point leader Ron Knarr adding to his 250cc Junior total with a win, and Bill Glore took over the lead in 250cc Intermediate.

Prairie City OHV Park offered some of its Hangtown terrain, and the troops seemed happy enough with the toughness of it all with almost two miles of ups and downs and the tricky off-camber operation that makes this the Hangtown National race track. Open class combinations opened up the day with Russ Davidson taking the Intermediate overall and adding points to his series total while J.W. Hansen kept the front spot his with a second overall. Tom Sweeney combined a 2-4 for third over Chris Mallory who moved up in the system as Chris Irigary crashed out in the second round and lost a spot.

Ron Knarr was able to put a few points on Frank Valadao in the 250cc Junior contest, Rich Mythen separating the two with three second overall spot. Knarr won overall with a 1-2 count to Mythen's 4-1 and Valadao in at 3-3 in very close racing.

Bill Glore, Beaver Ellis and Mike Guasch had the pattern straight for the first division of 250cc Inter-

mediates with even scores for the first three spots. Guasch and his Palo Alto Yamaha led each event with lots of room until the last few laps when he tired. He will likely get back on the training schedule in the near future. Point leader Rick Boiteau did not fair well.

Division one of the 125cc Juniors started out with a pack of girls in hot pursuit as they combined the Powder Puffers. It was no surprise when Dorene Payne came through in the top 10 of the boys' class and another easy win for Hi Point/ND/Tsubaki and Fremont Cycle Center. Wes Furrh won the first portion and added points to take the series lead while Tom Murphy won the second division event with a 4-2 score over John Piper (1-5) and Phil Rose (7-3).

Kyle Fleming came back strong in the 80cc Modified portion with two wins for his Suzuki, Rick Fleming taking second and holding the series lead. Chris Stewart had a pair of threes over Steve Gilbert (5-6) and Wafer Schaffer (8-4).

Rod Engel moved up the series list with a win in the first division of 125cc Intermediates over brother Tom. Mike Fisher got third over Taylor Marcell and Brett Redman, who still lists South Africa as home.

Tracy Meeks took over the series' hottest battle with a pair of aces in the second division over Will Akers (3-2), and Bill Clontz added a few points with third at 2-3. Bruce Jackman took fourth with a pair of fours to keep the battle a biggy. Series class leader Mike Larson didn't have such a good day with a 6-5 for fifth. This fight could be the classic right down to the wire. Stay tuned.

Results

500 INT: 1. Russ Davidson (Suz); 2. J. Hansen (Yam); 3. Tom Sweeney (Yam).
500 JR: 1. John Hard (Mai); 2. Jeff Herndon (Mai); 3. Mike Hillygus (Yam).
80 JR 12-16 STK: 1. Jason Knowles (Kaw); 2. Jeff Clifton (Yam); 3. Jeff Sills (Yam).
80 INT 12-16 STK: 1. Chris Stewart (Kaw); 2. Steve Gilbert (Yam); 3. Gary Rieki (Yam).
250 JR: 1. Ron Knarr (Mai); 2. Rich Mythen (Mai); 3. Frank Valadao (Hon).
250 INT DIV 1: 1. Bill Glore (Hus); 2. Beaver Ellis (Suz); 3. Mike Guasch (Yam).
250 INT DIV 2: 1. Curtis Clark (Suz); 2. Carl Nunes (Yam); 3. Keith Myers (Mai).
80 INT 9-11 STK: 1. Kyle Lewis (Kaw); 2. Larry Ward (Kaw).
80 JR 9-11 STK: 1. Mike Pascarella (Yam); 2. Anthony French (Yam); 3. Lloyd Green (Kaw).
125 JR DIV 1: 1. Wes Furrh (Suz); 2. Dan Hovis (Yam); 3. Steve Collins.
PP: 1. Dorene Payne (Hon); 2. Marcy Zeissler (Suz); 3. Jeanie Morgan (Kaw).
125 JR DIV 2: 1. Tom Murphy (Suz); 2. John Piper (Suz); 3. Phil Rose (Suz).
100 JR/INT: 1. Taylor Marell (Yam); 2. Ronnie Hawkins (Yam).
80 INT 12-16 MOD: 1. Kyle Fleming (Suz); 2. Rich Fleming (Yam); 3. Chris Stewart (Kaw).

80 JR 12-16 MOD: 1. Jeff Sills (Yam); 2. Scott Stone (Yam); 3. Mitch Farmer (Yam).
80 INT 9-11 MOD: 1. Larry Ward (Kaw); 2. Kyle Lewis (Kaw).
80 JR 9-11 MOD: 1. Mike Pascarella (Yam); 2. Lloyd Green (Kaw).
60 JR/INT 8: 1. Ronnie Densford (Yam); 2. Jimmy Buton (Yam); 3. Robbie Pascarella (Yam).
60 JR/INT 9-11: 1. Shawn Kalos (Suz); 2. Steven Kotajarvi (Yam); 3. Jimmy Clay (Yam).
125 INT DIV 1: 1. Rod Engel (Yam); 2. Tom Engel (Suz); 3. Mike Fisher (Suz).
125 INT DIV 2: 1. Tracy Meeks (Kaw); 2. Will Akers (Yam); 3. Bill Clontz (Yam).

Oveland dominates Carnegie MX

By Bill Cather

LIVERMORE, CA, FEB. 7

It's not very often a new track like the one at Carnegie Cycle Park opens up, and when it does, it's bound to raise a few eyebrows. Most of the riders stood in awe as they first set their eyes on the track. Without a doubt, it is National caliber course. The super wide mile-and-a-half track winds up, down and around the hills with an elevation change that has got to be over 500 feet.

The first race of the day was the 125cc Experts. The first couple of laps were relatively slow compared to the way the race finished. Many of the riders were hesitant to really go fast at first. No one had ridden the course before, and there were very few lines through all that grass. Lap times were around two and half minutes, and all the Experts went 12 laps. The winner of the first moto was Jim Olsen on a Yamaha. Olsen had his problems in the second moto and had to settle for a fifth.

The 125cc Novice class was the second race, and many thought it would be one crash after another. How wrong we all were. Brad Wiget blazed both motos for two first place finishes and the overall. Paul Van Horses challenged Wiget for the lead in the first moto as both riders took turns out front. Van Horses didn't go quite as fast in the second moto as he finished third.

Ron Bradley rocketed off the starting line for the holeshot on the 250cc Novice race. On the fourth lap, Glenn Drummond got by; later, Randy Canale also went by Bradley. All of the 250s handled themselves very well and seemed to get the hang of riding on the hills rather quickly.

The 250cc Experts were the fastest bikes on the track, especially Phil Oveland and his Husky. Oveland had abilities that put him far out in front of his competition from the word go. Doug McRae, on the other hand, had his work cut out for him. McRae spent the first six laps trying to catch Honda-mounted Jon Nauman. He finally got by at the top of the hill and hung on to his second-place spot until the finish.

The start of the second moto saw the only real crash of the day, a spectacular one at that. Somehow Nauman got bent out of shape about 40 yards before the first turn. Had he been by himself, there probably wouldn't have been any problems; however, Dannie Hawkins was right behind him. Nauman got sideways, and Hawkins hit him square, which sent them both flying through the air. Hawkins' bike suffered damages which prevented him from picking up the pieces and going on. Nauman was pretty shaken up from the spill but seemed to be all right.

All in all, it was a very good day of racing, and the response to the new track was overwhelming. It was the kind of course the Experts found challenging, yet one that even the

minis could race on effectively. This could just be the hottest track around.

Results

125 NOV: 1. Brad Wiget (Yam); 2. Paul Van Hosen (Suz); 3. Bob Zamaroni (Yam).
125 JR: 1. Glenn Reed (Suz); 2. Brett Cahors (Suz); 3. Don Beale (Yam).
125 EX: 1. Michael Whallen (Yam); 2. Jim Olsen (Yam); 3. Harry Mathews (Suz).
250 NOV: 1. Randy Canale (Hon); 2. Ron Bradley (Yam); 3. David Minjares (Suz).
250 JR: 1. Tom Landgraf (Hon); 2. Michale Ornellas (Hon); 3. Garvin Andrews (Hon).
250 EX: 1. Phil Oveland (Hus); 2. Doug McRae (Yam); 3. Don Clark (Yam).
OPEN NOV: 1. Gary Hoover (Can Am); 2. John Powers (Suz); 3. Michael Schwegmann (Hon).
OPEN EX: 1. Tim Alarcon (Hon); 2. Bret Stevens (Suz); 3. Chuck Cochran (Hon).
OT: 1. Mike Hieberger (Hus); 2. Max Goode (Yam).
MINIS: 1. Kevin Brown (Yam); 2. Steven Hunter (Yam).

Vohland victorious over Argyll minis

By B.A. Williams

DIXON, CA, FEB. 7

Tyson Vohland returned home to do battle with the local boys after his awesome victory over the southern California racers last weekend at the Anaheim Amateur Supercross. The Argyll Park MX track today was basically dusty, hard and extremely fast.

All minis were to race together, with the Experts and Amateurs starting first. As the gate dropped on moto one, Vohland (Kaw) grabbed the holeshot with Phil Saldivar (Yam) and Tony Flores (Yam) in hot pursuit. Flores passed Saldivar in the back section of the track to take over second place. Vohland had pulled out a strong lead in the meantime.

In the Amateur class, it was Eric Cavaliere (Yam) in first with Chris Stewart (Kaw) in second. Cavaliere, having trouble with his front forks, went down, letting Stewart take over. Cavaliere remounted only to fall again a short time later. He still managed to get up and reach the finish line in second place behind Stewart.

The second moto of the day saw Vohland lighting the fast green machine into the lead. Flores quickly moved into second, but Vohland had already stretched out a good lead. The race ended with Vohland first, Flores second and Saldivar third.

Stewart held first in the Amateur race until the last lap when a lapped rider got in his way. Stewart fell, and Calavire took the lead and win.

Don McGrath (Yam) went 1-1 in the Novice division to bag first in that class for the day.

Results

80 EX: 1. Tyson Vohland (Kaw); 2. Tony Flores (Yam); 3. Phil Saldivar (Yam).
80AM: 1. Eric Cavaliere (Yam); 2. Chris Stewart (Kaw); 3. Scott Thorburn (Yam).
80 NOV: 1. Don McGrath (Yam); 2. Mike Arnold (Yam); 3. Clint Bassett (Yam).

Hettinga, Williams haul at sunny Eugene MX

By Clay Light

EUGENE, OR, FEB. 7

The sun and riders were out in force today. It was the best day of racing that Eugene area riders have seen for a long, long time. It was even dusty which is uncommon during the winter in Oregon. David Hettinga (Steve's Yam/RW Racing) boogied to double moto wins in 125cc Pro, besting Jimmy Wiant's tough efforts that brought him a 2-2. Steve Williams (Herb's/Yam support) won an excit-

ing 250cc Pro race, winning the second moto over first moto winner Robby Watilo (RW Racing/Yam support).

In 125cc Pro moto one, Hettinga pulled the holeshot over Richard Earle (Cycle Country/LOP Hon), Terry Baker (Eugene Suz) and Denny Fennell (Bell Helmets Yam). Baker moved by Earle for second, and this order held for three laps. Wiant put his brand new '82 YZ past Earle to move into third place and moved up a notch when Baker ran into trouble as did Earle, whose fine ride came to an abrupt halt when he bailed off in the wood. This left Hettinga in front with his hands full (Wiant).

Fennell moved to third and stayed there as Doug Lange (Yamhill Yam), Wayne Church (Valley Cycles Yam), Baker and Earle were bunched up. Wiant caught up with Hettinga who appeared to be tiring and made his move, but Hettinga, who placed in the top 20 at the Washougal National, soon repassed to take the lead back. Fennell's fine ride also came to an end when the 13-year-old slid out on the last lap. Taking the win was Hettinga, followed by Wiant and Lange, who was right there to take advantage of Fennell's misfortune. Church also took Fennell for fourth.

Moto two and Wiant take the lead over Baker and Lange. Lange and Hettinga were quick to reel in Baker for second and third. A pile-up in turn one took out Fennell and Earle, which left them quite a ways back in sixth and seventh. Wiant was all alone out front of the pack, but Hettinga was on the prowl and closed the gap when he finally got by Lange for second.

Hettinga, who was in his fourth moto of the day, began a charge which closed him in on leader Wiant. Wiant and Hettinga soon found themselves bar to bar. Hettinga had the drive but came up short when a spectator who had too much to drink got in the way, forcing Hettinga to shut off. Hettinga made a daring pass which caused spectators to scatter and the weak of heart to close their eyes. Hettinga, once out front, pulled away from the local speedster and took the checkered flag for a blitz score (1-1). Wiant wasn't far behind each moto and went 2-2. Third went to Lange with his 3-3.

The next best race was the 250cc Pro class. Steve Williams put his number one Yamaha into the lead over Mark "Madman" Freese (Eugene Suz), Watilo, Skeet Hise (Eastside Kaw), Kevin Jansen (Kaw USA/Beaverton Kaw) and Hettinga. Williams opened up a huge lead that appeared to be another no contest, but Watilo was moving up quite rapidly and displaced Freese. Watilo was now faced with the task of catching Williams, who had built up a fair lead.

Back in the pack there was some fierce dicing going on. Hise crashed letting Jansen by, who had Hettinga and "Hot Rod" Huffman (Huffman Wright Logging Suz) hot on his tail. Watilo moved by Williams with a valiant pass and went on to win. Third went to Jansen who moved past Freese, Hettinga finished fifth, Hise sixth and Huffman seventh.

Second time out the track was beautiful (except the dust). Williams again took the lead and sped away with 1:54 lap times, which bested his last outing's time. Hettinga held down second over Hise, Watilo and Huffman. Hise got by Hettinga and went after Williams, but Watilo soon reeled him in and again was faced with the task of passing Williams. This time Robby would have to do some fancy

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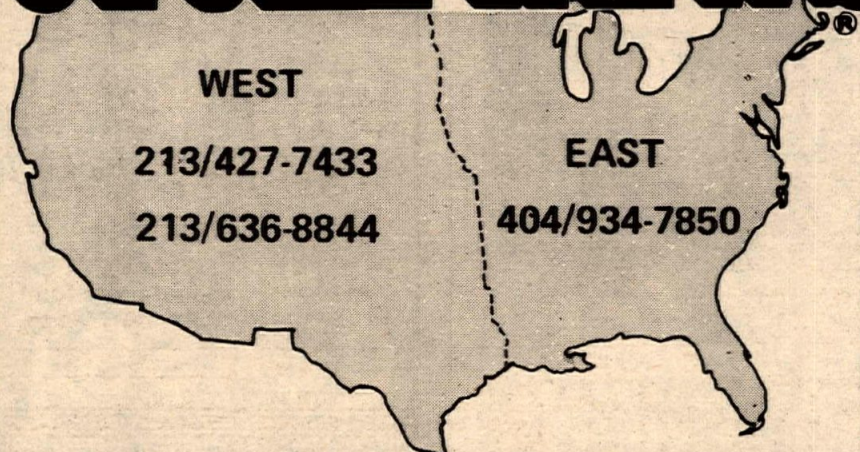
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NORTHERN DATELINE

riding or maybe some magic. His tricks fell short in the later stages of the race, and he had to settle for second, which isn't too shabby! Third went to Hise, fourth to Freese, Hettinga fifth.

A 21 rider 125cc Novice race was definitely worthy of mention. Dan Duyer (Eugene Suz) led both motos, although he only won the first outing. It was a wicked race between him and Larry Brumwell all the way to the flag.

Moto two had Gary Freels (Suz) put the motor on the pack and never look back. Mike Stahl (Pendleton Sports Center) put his Yamaha across the line with a second after getting off the line in 20th, not bad! Freels took the overall with his 3-1 over Duyer's 1-3.

Results

250 PRO: 1. Steve Williams (Yam); 2. Robb Watilo (Yam); 3. Mark Freese (Suz).

125 PRO: 1. David Hettinga (Yam); 2. Jimmy Wiant (Yam); 3. Doug Lange (Yam).

PEE WEE: 1. Ryan Huffman (Yam); 2. Chuckie Standeford (Yam); 3. Bret Holm (Hon).

60-79: 1. Jeff Daily (Yam); 2. Ryan Huffman (Yam); 3. Jimmy Row (Yam).

MINI NOV: 1. Gary Willis (Kaw); 2. Randy Koozer (Yam); 3. Danon Schaefer (Yam).

MINI INT: 1. Matt Ramey (Yam); 2. Jeff Daily (Yam); 3. Mike Crowell (Yam).

100 NOV: 1. Karl Renfrow (Suz).

100 INT: 1. Scott Adair (Yam); 2. Charlie Byrd (Yam).

125 NOV: 1. Gary Freels (Suz); 2. Dan Duyer (Suz); 3. Larry Brumwell (Yam).

125 INT: 1. Dwayne Taylor (Hon); 2. Jim Anderson (Yam); 3. Lonny Sayles (Yam).

250 NOV: 1. Richard Moore (Kaw); 2. Howard Jones (Yam); 3. Don Robinson (Kaw).

250 INT: 1. Kelly Whelchel (Suz); 2. Lindsey Wurn (Yam); 3. Mike Nyberg (Yam).

OPEN NOV: 1. Howard Jones (Yam); 2. Karl Kassner (Suz); 3. Bret Gilson (Yam).

OPEN INT: 1. Derek Louring (Yam); 2. Mike Smothers (Yam); 3. Dave Beck (Yam).

30-40: 1. Jack Heeter (Mai); 2. Charles Standeford (Mai); 3. Elmer Reimer (Suz).

Moore, Mohrbacher, Torbergson triumphant at SIR MX

By Clay Light

KENT, WA, JAN. 31

Not even the fair weather and superb racing conditions would be outdone by Bellevue Suzuki's Jeff Moore as he was unstoppable, topping both 250cc Pro motos at Seattle International Raceway, which was treated to a non-rainy day for once. Mike Mohrbacher (Hus) topped the Open Pro class with a sweep, and Chad Torbergson (Suz) did the same to the 125s, as all three Pro class winners swept their classes.

The 125cc Pros were combined with the Experts. With five Pros and 17 Experts on the line, it was sure to be a free-for-all. Moto one saw Todd Paulson (Suz) lead the Pro pack over Brad Bolmes (Suz), Torbergson, Kurt Howland (Suz) and Roland Shaff (Suz). Torbergson wasted no time taking over the Pro lead, and the Experts were soon unleashed. Jeff Chapman (Kaw) put his '82 KX into the lead over last week's winner Dennis Dolquist (Yam), Billy Welland (Yam) and Suzuki rider David Bailey.

Up front it was Torbergson's Suzuki sailing around the twisty, sandy, rock-laced course in first while Paulson, Bolmes, Howland and Shaff had it out behind him. Dolquist got by Chapman to lead the Experts and closed the gap between himself and the Pro riders who were beginning to spread out. There always has to be an Expert or Intermediate who shows up the Pros; however, Dolquist only managed to get by a couple of the Pros since

Torbergson held a huge lead at the flag. Paulson took second with third to Bolmes.

In round two, Torbergson staked his claim for the gold and led it all the way, but that wasn't the end of the race. Shaff went into second place when Paulson fell to the DNF gremlin as Howland trailed. Leading the Expert wars were: Chapman, Welland and Dolquist, who found the going rough and couldn't find a way around the leaders.

The 250 and Open Pros were a different story, combined but staggered. The 250s blasted out of the gate first. Jeff Moore (Bellevue Suz) put himself into the pole position ahead of former mini national whiz Jack McGill (Yam support), Brad Ellis (Hon) and Teddy Pinkman (LOP Yam). Just when the dust cleared, the Open Pros staged a war of their own. Mike Mohrbacher put his CR Husky into a wicked holeshot that took him into turn one all alone over Doug Hafsos (Mai) and Rick Lago (Mai). The Open Pros found themselves amidst the 250s, and it became the battle of the day. Moore had no problems topping the field for the 250cc Pro win ahead of never-say-dier McGill, who handled the 250 quite well. The last time we saw him was on an 80! Paulson was third, Ellis fourth and Mohrbacher put his Husky across the line for the Open Pro win.

Moto two had Moore again sail away while Ellis put his Pro-Link into second. McGill ran into problems as did Paulson and Pinkman, letting Moore free to cruise to the checkered flag ahead of Mohrbacher. Lago got by Hafsos for second Open machine.

One race that you'd have to classify as "cute" and is rarely covered is the Pee Wee races. Today they were combined as Bs and Cs raced together. Girls usually do quite well in this class; in fact, the first moto saw Amy Anderson (Yam) take the checkers quite handily over Butch Smith (Yam), Charlie Mitchell (Yam) and Brandy Judge (Yam), although Amy wasn't quite as lucky in moto two and settled for a second. That was the C class.

The more experienced B class saw another girl whip the boys. Tara Harrison (Yam) went on to romp them both motos over Lewis Aron (Yam) 2-2 and Scott Fisher (Yam) 3-3. Come on guys!

Results

OPEN PRO: 1. Mike Mohrbacher (Hus); 2. Rick Lago (Mai); 3. Doug Hafsos (Mai).

250 PRO: 1. Jeff Moore (Suz); 2. Brad Ellis (Hon); 3. Jack McGill (Yam).

125 PRO: 1. Chad Torbergson (Suz); 2. Roland Shaff (Suz); 3. Kurt Howland (Suz).

MASTERS: 1. Alfred Downs (Hus).

OTH B: 1. Jay Kingsley (Suz); 2. Dave Davis (Mai); 3. John Collum (Yam).

OTH A: 1. Tom Lansford (Hon); 2. Gary Roestel (Hus); 3. Rick Kelley (Suz).

OPEN EX: 1. Tom Lansford (Hon); 2. Peter Treadwell (Suz); 3. Rick Kelly (Suz).

OPEN B: 1. Tim Gates (Hon); 2. Gary Carter (Hus); 3. Jim Hamlin (Mai).

OPEN C: 1. John Pike (Hon); 2. David Krause (Yam); 3. Tim Veit (Mai).

250 C: 1. Tony Holloway (Hus); 2. Brad Cross (Yam); 3. Guy LeClaire (Suz).

250 B: 1. John Clayton (Yam); 2. Rick Bruce (Yam); 3. Charlie Mitchell (Yam).

250 EX: 1. David Froembling (Hon); 2. Stan Lund (Kaw); 3. Tom Moriarity (Yam).

125 C: 1. James Dodge (Yam); 2. Erik Fahlander (Yam); 3. Ray Goodwin (Suz).

125 B: 1. Dan Mitchell (Suz); 2. Jerry Asbjornsen (Suz); 3. Kris Komdenitsky (Suz).

125 EX: 1. Jeff Chapman (Kaw); 2. Dennis Dolquist (Yam); 3. Billy Welland (Yam).

100 B: 1. Brad Miller (Yam); 2. Dan Stone (Suz); 3. Todd Barber (Suz).

100 EX: 1. Brad Chester (Suz); 2. Wade Janssen (Yam).

MINI C: 1. John Anderson (Yam); 2. Aaron Fitzpatrick (Yam); 3. Tim Farman (Yam).

MINI B: 1. Tracy Bethel (Kaw); 2. Lee Johnson (Yam); 3. Terry Swanson (Hon).

MINI EX: 1. Steve Oster (Yam); 2. Scott Rose (Yam); 3. Sean Robinson (Suz).

PEE WEE C: 1. Tara Harrison (Yam); 2. Lewis Aron (Yam); 3. Scott Fisher (Yam).

PEE WEE B: 1. Butch Smith (Yam); 2. Amy Anderson (Yam); 3. Brandy Judge (Yam).

Central Pipeline



KMSA hare scrambles champions included, from left, Darrin Taylor, Gary Hershberger, Stewart Nowlin, David Rathbun and Loy Burnett.

Awards presented at 19th annual KMSA banquet

By Dick Ainsworth

HUTCHINSON, KS, JAN. 30

A nearly packed house was on hand at the Holidome in Hutchinson to applaud the racing recipients of the 186 awards earned during the 1981 KMSA season in flat track, scrambles, motocross and hare scrambles. Season points honors and those coveted number one plates were the top awards, but there were also four state championship classic races where the top three finishers in each class received a plaque. Special awards were also handed out to the deserving, the results of this determined by a written ballot vote of the membership.

Kenny Powers, the incoming KMSA President for 1982, was voted the Booster of the Year while Race Place II, a group of promoters from around Junction City, was voted Club of the Year. Sportsmanship awards were presented to Loy Burnett (hare scrambles), Tony Reynolds (MX) and Dallas Babcock (scrambles and flat track). This year's inductee to the Kansas Hall of Fame is long-time points keeper, scorer, secretary and doer of everything else that needed to be done, LaVona Engdahl.

The championship classic races were held at Wichita, Great Bend and Lake Kanopolis in 1981. The clubs volunteered to hold these races, and the rider entry fees went to the KMSA's general fund. These events also paid triple points.

Area dealers donated many items to be used as door prizes which made everyone happy (especially Kent McGrew who brought eight girl friends and made several trips to the front to claim his, and their, prizes).

The number one racers in scrambles/flat track points were Jason Yager (mini), Steve Zook (125cc), Jon Bomberger (200cc), Todd Ratliff (250 and 500cc) and Tim Lindfors (Open). Ratliff and Lindfors repeated as number one, but the others were on top for the first time.

The hare scrambles points championships went to Darrin Taylor (mini), Gary Hershberger (125cc), Stewart Nowlin (200cc), David Rathbun (250cc) and Loy Burnett (Open).

The top Junior motocrossers were Derek Taylor (mini C), Darrin Taylor (mini B and 100cc), Kent Strant (mini A), Rhonda Johnson (Powder Puff), Kent McGrew (125cc), Tony Reynolds

(250cc) and Tim Parks (Open). The Senior MX honors went to Louis Kebert (125cc), Kevin Dunham (250cc) and Loy Burnett (Open).

After the baked ham dinner and the awards, plenty of racing movies, dancing, partying and bench racing occupied everyone's time until the wee hours.

Holtan hauls at Swan MX

By Lynn Nickerson

TYLER, TX, JAN. 24

Tom Holtan and Todd Young put aside their 125s for big-bore machinery as they split moto wins at Swan MX.

Young, now 250 Suzuki-mounted, showed the class a sneak peek of ability on big bikes by winning the first moto in a nine-lap battle against Honda 480R-mounted Holtan. Todd holeshot the event followed by Jimmy Booth (Hon) and Holtan. As the moto wore on, Young and Holtan's warp drive riding put them 30 seconds ahead of the pack. Todd had a flawless ride to win the race three bikelengths ahead of Holtan.

The second moto started the same way, but this time, Holtan dialed the holeshot pursued by Young and Booth. Three laps into the race Young's chance to win was shot down by an untimely engine seizure. This allowed Tom to cruise to his first win on the Open class Honda. Lee Thompson got second on the tally sheets. Kawasaki rider Stuart McAvoy went 4-3 for third. After mechanical gremlins plagued his second moto ride, Jimmy Booth was fourth.

With a smaller than normal Intermediate rider turnout, the 125, 250 and Open classes were all combined. The talent-filled class and multi-sized bikes were no match for Rusty Pipes, though. His Suzuki 125 Floater gave more than one 250 and Open rider a shock in his double moto wins.

Second place went to Bo Stegal aboard his new KX250. David Smith was third. Two excellent come-from-behind rides gave Hugh Hagan fourth.

Results

EXPERT: 1. Tom Holtan (Hon); 2. Lee Thompson (Yam); 3. Stuart McAvoy (Kaw).

INT: 1. Rusty Pipes (Suz); 2. Bo Stegal (Kaw); 3. David Smith (Yam).

OVER 30: 1. Dwight Leatherwood (Mal); 2. Jimmy Moore (Suz); 3. David Ray.

BEGINNER: 1. Rich Northern (Yam); 2. Kelly Kline (Yam); 3. Glenn North (Yam).

250 NOV: 1. Donny Margrave (Kaw); 2. Stacy Glenn (Kaw); 3. Doug Roberts (Yam).

MINI JR: 1. Jason Langford (Kaw); 2. Tom Carter (Yam); 3. Tommy Hall (Kaw).

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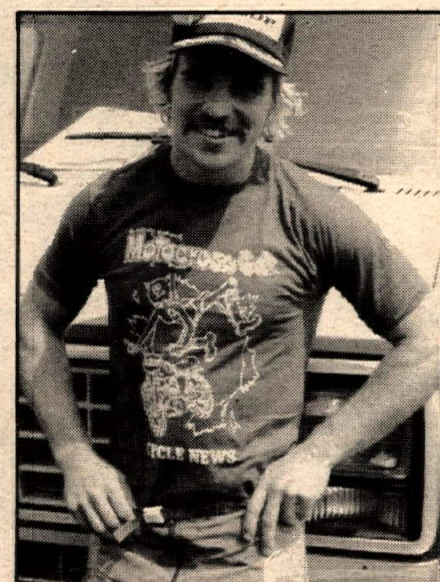
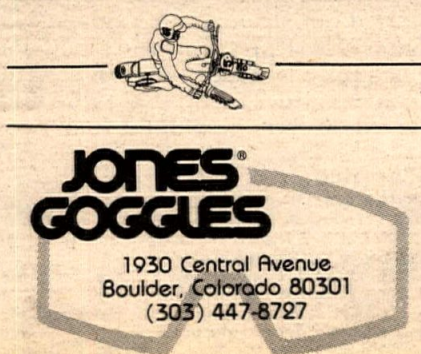
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Central Pipeline



Oklahoma 250cc Novice winner Dennis Case rolls across the finish line.

MINI SR: 1. Eddie Craft (Kaw); 2. Jason Langford (Kaw); 3. Greg Louis (Yam).

OPEN NOV: 1. Mike Watkins (Yam); 2. Kevin River (Suz); 3. Kevin Jett (Hon).

60: 1. Brad Lewis (Yam); 2. Dustin Wand (Yam); 3. Josh West (Yam).

3-WHEELER: 1. Kirk Ross (Hon); 2. Elaine William.

Ripley rips Oklahoma cross country

By Boyd Bass

OKLAHOMA CITY, OK, JAN. 31
The Okie Dirt Bike Riders and Interstate Motocross Park hosted their second cross country race with a small but enthusiastic group of riders on hand today. Conditions were less than ideal; two to three inches of rain had fallen Friday night and Saturday before turning to snow late Saturday night. By Sunday morning, the ground was covered with one inch of snow.

The racing was to get underway at 10:30 a.m. with the Amateurs and Experts going 50 miles and the Novice class doing the same in the afternoon. It became apparent that there was not going to be enough riders to have a split program, and the decision was made to wait until 12:30 p.m. to start everyone. When race time rolled around, the sun was shining and the snow had melted from the track. As

the snow melted, a few mud holes became a problem near the end of the race.

The 250cc and Open Amateurs were combined and started first; the 200cc Amateurs started about one minute later followed by Over 30, 250 and Open Novice.

Veteran enduro rider Robert Ripley must have liked the conditions as he gassed his Yamaha around the track for the overall win and first Open Amateur. Bobby Wallace managed to hold off Denny Beitler for a second-place finish. Beitler looks to be recovered from a foot injury that bothered him during the 1981 Black Jack Enduro season. Doug Blackwell finished fourth.

In the 200cc Amateur class, David Tucker put his 125cc bike out in front of Boyd Bass on a Kawasaki 175. Carl Stone was third. Dennis Latimar started out strong on a Yamaha 175 but had bike problems and could not catch up. The 250cc Novice win went to Suzuki rider Dennis Case who said he fell on every lap but the final two.

Results

OPEN AM: 1. Robert Ripley (Yam); 2. Bobby Wallace; 3. Denny Beitler; 4. Doug Blackwell.

200 AM: 1. David Tucker; 2. Boyd Bass (Kaw); 3. Carl Stone; 4. Dennis Latimar.

OPEN NOV: 1. Gene Asbery; 2. Steve Madewell; 3. Perry Barker; 4. Dan Mugg, Jr.

250 NOV: 1. Dennis Case (Suz); 2. Steve Higgins; 3. J. Glasgow; 4. Brad Mason.

OVER 30: 1. Alan Darling; 2. Otis Hill; 3. Dennis Sanders; 4. Joe Harris.

1981 CRC Enduro Final Point Standings

200	
Kurt Butler	3000
Tom Wilhelm	2730
Mike Johnston	2690
Mike Fricke	2670
Bill Daniel	2650
Scott E. Conrad	2505
James N. Wranosky	2495
Jerry Russell	2300
Lonnie E. Stefan, Jr.	2260
Gary L. Conrad	2235
Eddie Martin	2140
Jim Roberts	2095
Scott Sampson	2080
John Brandt	1984
Doug Burton	1966
Paul Clipper	1950
Steve Jensen	1915
Rusty Adams	1894
Brett Robertson	1860
Chris Lerch	1840
Tom Bristol, Jr.	1750
David N. Petrizze	1680
Donald Goettling	1626
Ron Owens	1565
Steve Beaumont/	
Kay Kleiber	1510
Brian McDonald	1480
Dan Olson	1440
Robert Barton	1376
Russell Heck	1325
George Chase	1251
Jason Ingersoll	1145
Sam Bradley	1070
Jack Weir	1010
Jesus Plascencia	981
Thomas J. Taylor	975
Danny Lund	874
Ken Trippet	860
John Steep	794
Robert Leach	720
Steven C. Dodson	700
Tony Larson/	
Mark Venasa	625
Larry Rosenberg	607
David Taylor	600
Frank E. Schoenberger	593
John Adams	560
Matthews Emery	545
Duane Selby/	
Jim Barnes	503
Dennis Gouvion	500
Brian Harris	482
Denny Walker	481
250	
Craig Lair	2930
James R. Wawak	2765
Rick Daniel	2755
Mark Cook	2710
Robert Smith	2615
Steve Goodwin	2530
Terry Diaz	2385
Norman Stephens	2375
Daniel H. Morgan	2315
Jeff Anders	2201
Rick Bieniak	2100
Scott Napavance	1830
Tom Steinkraus	1705
David C. Dobbins	1615
Mike Harman	1545
Dave Baker	1430
Larre Butterfield	1395
Glenn Lyles	1385
Don McAfee	1209
Rick Powers	1130
Wm. Edward Cooke	1100
Benjamin J. Hughes	1047
Dennis Montgomery	1045
Doug Daniels	925
Lloyd Crask	869
Michael Grosse	863
Jim Schrage	850
Gonzalo Becerra, Jr.	823
Rick Holmes	808
Sam Bradley	805
Dave McManama	795
Eddie Phillips	790
Alan D. Bennett	772
Jorge P. Zapata	706
Greg McMahon	700
Rick Jaeger	690
David Treen	680
Gary Hironimus	650
Ron Carter	640
Jim Blackwell	620
Douglas A. Tenney	598
Steve Laverty	462
Stephen Brunworth	365
Mike Simons	355
Dennis Kralik	345
Bruce Perry	338
Tom Chow	260
Joe Prentice	231
Mike Broaker	175
Jacques A. Tournier	170
OPEN	
Robb Mesecher	2935
Richard Griffin	2785
Bob Keirns	2760
Brett Tilly	2740
Jerry Burd	2630
Gregg Lusher	2610
Scott Welcher	2560
Jim Bollingmo, Jr.	2475
John Owen	2370
Jim Dumon	2347
Jeffrey A. Fautt	2320
Larry Woodruff	2305
Vinnie Mandzak	2288

RESULTS

Brett Morgan	2273
Dave Little	2263
Lucky Freeman	2200
Ben Bernardy, Jr.	2064
Mark Yturralde	2063
Ron Wormsbecker	2000
Greg Crew	1985
Ron Bresnik	1908
Gary Selby	1868
Paul Dodd	1698
David Lawton	1668
Rich Lawton	1523
John L. Geer	1467
James Bortree	1430
Carson R. Price	1416
Bill Dunlap	1406
Bob Martin	1335
Thomas Hunt	1334
Dave Gordon	1332
Joe Plascencia	1309
Jon Miller/	
Trent McGee	1260
Terry B. Huffman	1249
John Quigley	1209
Todd Emery	1101
William B. Murtishaw	975
Jim Christie	957
Chuck Welch	941
David Neal	919
Dave Parthemer	827
Brian T. Biggs	823
Ian Price	820
John Turner	813
Gregory White	790
Ken Epplheimer	705
John G. White	685
Gerald A. Hunter	668
Mark R. Davis	650
VET	
Jeff Brake	2790
Tom Cole	2730
Wayne Stanfield	2690
Glenn Larson	2540
Ken Cater	2530
Lyle Parthemer	2525
Charles Brown	2493
Leroy H. Wilson	2441
Sam Bell	2404
Kenny McLean	2327
C.R. Johnson	2324
Ron Webb	2298
Dale Samford	2288
Robert Fortier	2268
Kurt Dietrich	2245
Dan Kline	2123
Michael W. Thomas	2040
Chuck Glass	2005
Patrick C. Flanagan	1970
Guy Biggs	1960
Joe Holmes	1941
Bill Herndon	1934
Dana Bell	1913
Mervyn M. Murray	1890
Mike Chamberlain	1878
Robert Dlugos	1846
Joe A. Smith	1838
Jim Bakkila	1825
Darryl Thomann	1814
Keith L. Drochak	1785
Ed Bresnik	1776
Carl Rasmussen	1765
Bob Neal/	
Don Wilhelm	1747
Geno Lionello	1711
Roger A. Young	1704
Michael Hoehl	1698
Lee Olson	1643
Richard Grenier	1620
Charles Monroe	1575
Cliff Ray	1554
Tom Mitchell	1509
Gary Bates	1507
Steve Peters	1505
Peter Markese	1461
Bill Simpson	1446
Jim Stephenson	1421
David R. Ring	1404
Robert Prickett	1400
Ed Black	1350
Paul Walker	1322
Gary Beauchamp	1316
Bob Anderson	1292
John W. Barnett	1243
Michael R. Burnett	1225
Lefty St. Pierre	1219
T. Mastroianni	1193
Dallas Richardson	1185
Joe Dodd	1166
Joe Treweek	1151
Dick Sherman	1142
Robert Chacon	1135
Larry Barnett	1059
Dave Johnson	1049
Patrick Souza	1045
Jeffrey Fort	1039
Gene Coale	1033
Christopher Vasquez	1028
Lynn R. Detlor	1025
John Willoh	1020
Larry Leach	987
James Pilon	936
Dick Harris	931
Robert L. Hanna	929
Russ Jakubauskas	910
Steve Toomey	903
SR	
Harry Keast	3035
Tom Merritt	2780
Warren Stirling	2700
Howard C. Smith	2584
Harold Holsted	2580
Ed Mazenko	2353

Jim Edmundson	2350
Jack Russell	2290
Al Nourian	2275
Toby Owens	2266
Winston Beaumont	2250
Edward Butler	2180
Art Falls More	2175
Steve Hill	2124
Bill Healy	2101
Wayne Morgan	2038
Robert A. Mesecher	2010
Robert Turner	2008
Nick Lazaris	1866
Bud Howseman	1825
Max Marker	1768
Dave Ryan	1750
John E. Huff	1732
Steve Harman	1712
Donald W. Simone	1708
Thomas W. Bristol	1607
Clifford Dysart	1597
Walt Bales	1580
Gary D. Gawer	1533
Harry Mulder	1513
Joe LaPorte	1507
Gary Norris	1499
Tony Ankerson	1490
Bill Fuller	1483
Ken Hironimus	1482
R.H. Fratt	1474
Albert Hernandez	1420
Bob Clingens/	
Paul Furgerson	1370
Robert H. Smith	1284
Robert O. Benson	1241
Wilson Leon Dent	1207
Earl Sullivan	1176
Denny Willahan	1165
Paul R. Watkins	1146
Donald M. Larson	1115
Gordon Smith	1083
Ron Holcomb	1071
Jack Neal	947
Neal Keith	945
Dean Emery, Jr.	927
WOMEN	
Michele Keast	2815
Kathy Herndon	2665
Ginger Smith	2615
Shauna Hopkins	2600
Maxine Bates	2590
Beatrice Huff	2450
Lori Edmundson	2385
Diana Chesterman	2360
Kay Hopkins	2155
Debi Owens	1740
Neda Temple	1725
Bev Donat	1390
Carol Nelson	1275
Rene Holcomb	1195
Ann Reizer	1165
Ginger Clingens	1125
Jeanette Kieft	935
Sherri Frame	695
Terrie D. Balfour	430
Marion Brasfield	420
MINI	
Larry Stefan	2320
Robert J. Wranosky/	
Todd Johnson	2290
Donnie Simone	2055
Scott Collier	1790
Billy Lynn	1545
Ky Kleiber	1515
Jason A. Charlton	1300
Joe Charlton	1290
Michael J. Cholak	1140
Greg Kennedy	915
John Anderson	660
Mike McNeal	490
Greg Jamroz	485
Roger Johnson	475
Kevin Samford	230



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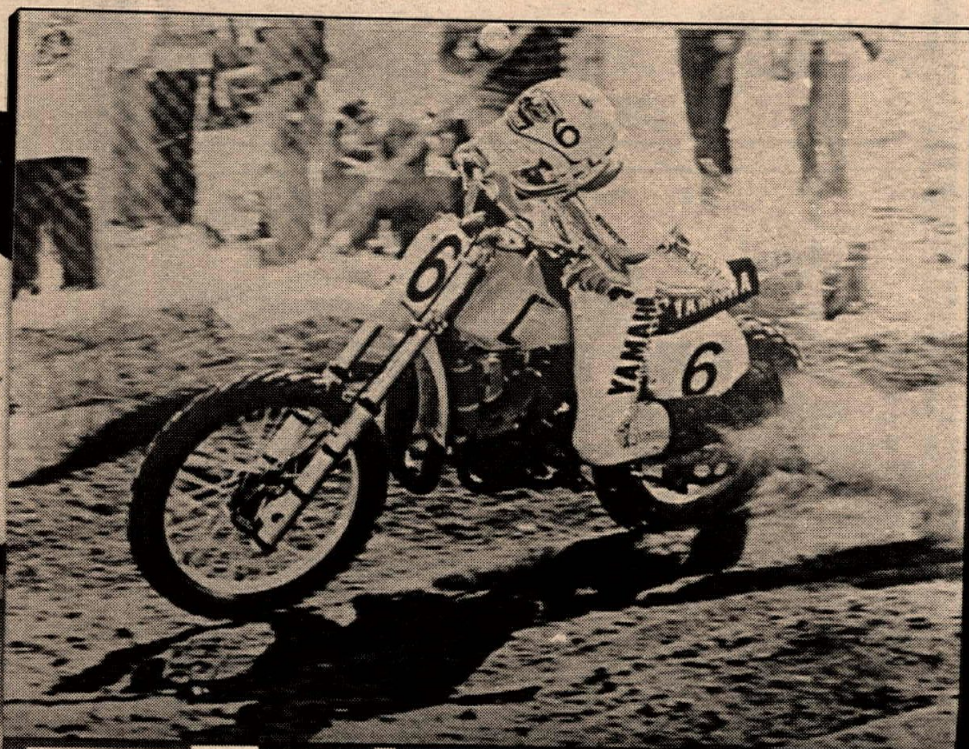
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SADDLEBACK PARK MAR. 21

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IN TROPHIES & PRIZES **Trophies** **a**
Kawasaki
2 KX80's & 1 KX125
(Amateurs only per drawing)
PRO PAYBACK
50cc to 250cc Thru Age 21. Membership Required.
NMA National Motorsport Association
P.O. Box 46, Norwalk, CA 90650
(213) 868-8112

"Polka Dots" Prairie City Grand Prix - 4
NATIONAL HARE SCRAMBLES
FEB. 28, 1982
1st National Championship Hare Scrambles In No. Calif.
3 Hours
12 Mile Natural Terrain Course
New Land, No Bogs or Swamps
1st of 4 Race District 36 G.P. Series
Prairie City O.H.V.
Take Hwy 50 to Prairie City Rd.
South to Whiterock Rd.

\$750 CASH
& Contingencies
Sign Up Schedule
Saturday
12 p.m. - 5 p.m. Experts
All Classes
Sunday
6:30 a.m. - 8 a.m. Novices
9 a.m. - 12 p.m. Am/Exp
Gate Fee \$4.00
Sportsman: Pre Entry \$12. Post \$17 Expert: Pre Entry \$17 Post \$22
Race Schedule
Sunday
8:30 a.m. All Novices
0-200, 250, Open, Old Timers, Vets,
4-Stroke
1:00 p.m. All Amateur/Experts
0-200, 250, Open, Old Timers, Vets,
4-Stroke Seniors, Super Seniors

\$3,000 Medical Insurance. Riding number will be assigned by club.
All Experts scored together. Pay back to top five positions.
CHAMPIONSHIP POINTS • SUPER TROPHIES
Rain or Shine. Finisher Pins & Stickers. Perpetual Shop Trophy.
Top Pro Riders. Limited Entry. Mail Early
(916) 331-0436 • (916) 989-2131
• Mail Entry: J. Kimbriel, 6412 Everest Way, Sacramento, CA 95842 •

DeAnza Cycle Park
PRESENTS
SATURDAY MX
ALL CLASSES
MEMBERSHIP NOT REQUIRED
DeAnza Cycle Park
Racing Club
MX Racing Every Sunday
100% TROPHIES
PEEWEEES
50% VETS
30% SAME DAY
TROPHIES
STARTING
Feb. 27
30 MIN. MOTOS
PLUS ATC
ODYSSEYS
(714) 653-8068 (714) 653-5840
(714) 653-7979
CONTINGENCIES FROM
RINCON KAWASAKI
SAN BERNADINO
SUN WEST YAMAHA
OF CORONA
Pay Once, Stay All Weekend
Gate opens 7 am, Practice 8:30
Race 9:30

AWARDS BANQUET
Sat. Nite Feb. 20
TANK SLAPPER'S M.C. HARE 'N' HOUND
at Plaster City Sun. Feb. 28
INFO: (714) 427-5759 Anytime!
DETAILS IN THE CALENDAR SECTION

Feb. 28 Mar. 14-28
INDIAN DUNES
Feb. 21 Mar. 7-21
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA (213) 881-5778

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

3/1-7 RR/Daytona Beach, FL
4/3 TT/Gardena, CA
4/17 M/Sacramento, CA
5/2 M/San Jose, CA
5/8 H-M/Gardena, CA
5/16 M/Springfield, IL
5/21-24 RR/Elkhart Lake, WI
6/5 H-M/Louisville, KY
6/12 H-M/Harrington, DL
6/19-20 RR/Loudon, NH
6/26 H-M/Knoxville, TN
7/3 M/Indianapolis, IN
7/11 RR/Monterey, CA
7/16 TT/Santa Fe, IL
7/24 M/DuQuoin, IL
8/8 RR/Mt. Pocono, PA
8/13 ST/Santa Fe, IL
8/15 TT/Peoria, IL
8/22 H-M/Tulsa, OK
8/21-22 RR/Sonoma, CA
8/28-29 M/Indianapolis, IN
9/4 H-M/Hamburg, NY
9/12 M/Syracuse, NY
9/19 M/San Jose, CA
9/25 H-M/Gardena, CA

AMA/Wrangler® Supercross Series

2/27 Atlanta, GA
3/6 Daytona Beach, FL
3/19-20 Houston, TX
4/24-25 Pontiac, MI
5/8 Kansas City, MO
7/17 Los Angeles, CA
TBA San Diego, CA

AMA National Motocross Series

3/28 Sacramento, CA/125-250
4/4 Orange, CA/125-250
4/18 Lake Whitney, TX/125-250
5/2 St. Petersburg, FL/125-250
5/16 Southwick, MA/250-500
5/30 Mt. Morris, PA/250-500
6/6 Atlanta, GA/250-500
6/13 Castle Rock, CO/250-500
6/27 Binghamton, NY/125-500
7/4 Buchanan, MI/125-500
8/15 Washougal, WA/125-500
8/22 Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26 Lexington, OH
10/3 Buchanan, MI
10/10 Unadilla, NY
10/17 Houston, TX
10/24 Sacramento, CA

AMA Superbike Road Race Series

3/5 Daytona Beach, FL
3/14 Talladega, AL (Pro-Am)
4/18 Riverside, CA
5/16 Sonoma, CA
5/22 Elkhart Lake, WI
6/19 Loudon, NH
7/10 Monterey, CA
7/18 Seattle, WA
8/1 Lexington, OH
8/21 Sonoma, CA
9/12 Seattle, WA (Pro-Am)
10/3 Daytona Beach, FL (Pro-Am)
* Tentative

AMA/Budweiser Grand Prix Endurance Road Race Series

4/17-18 Riverside, CA
5/15-16 Sonoma, CA
7/17-18 Seattle, WA
7/31-8/1 Lexington, OH
8/14-15 Elkhart Lake, WI
10/9-10 College Station, TX
* Tentative

AMA National Enduro Schedule

Eastern Region

2/28 Decatur, GA
5/30 Columbus, OH
8/15 Brooktondale, NY
11/7 Cadiz, KY

Central Region

4/25 Sterling, IL
8/22 Lansing, MI
9/5 Waukegan, IA
10/3 Evansville, IN

Western Region

2/21 Placencia, CA
5/2 Crescent City, CA
5/9 Alamo, CA
5/16 Redding, CA

AMA One-Day Qualifier Series

3/7 Tulsa, OK
3/14 Post, TX
3/28 Tellico Plains, TN
4/4 Maplesville, AL
4/18 Athens, OH
5/23 Rose City, MI
5/30 Jacksonville, OR
6/6 McMinnville, OR

National Drag Race Schedules

AMA/Dragbike!

3/5-6 Orlando, FL
4/18 Palmdale, CA
4/24-25 Jackson, TN
5/15-16 Fremont, CA
6/5-6 Buffalo, NY
6/19-20 Tulsa, OK
7/10-11 Rockford, IL
7/17-18 E. Irvine, CA
7/31-8/1 St. Louis, MO
8/TBA Belle Fourche, SD
9/4-5 Syracuse, NY
9/11-12 Columbus, OH
9/25-26 Commerce, GA
10/30-31 Las Vegas, NV
11/6-7 Houston, TX
11/20-21 Gainesville, FL

IDBA

4/10-11 Gulfport, MS
5/15-16 TBA
6/12-13 Louisville, KY
8/14-15 Cleveland, OH
10/9-10 Gulfport, MS

NMRA

3/13-14* Gainesville, FL
4/24-25** Atlanta, GA
5/1-2 Gainesville, FL
5/22-23 Epping, NH
5/29-30* Baton Rouge, LA
6/12-13* Columbus, OH
6/26-27 East Haddam, CT
7/3-4*** Montreal, Canada
7/17-18** Englishtown, NJ
7/31-8/1 Irvine, CA
8/7-8 Fremont, CA
8/14-15*** Martin, MI
9/4-6** Indianapolis, IN
10/2-3 Atco, NJ
10/16-17** Irvine, CA
* Pro Stk. only
** Top Fuel only
*** Fun. Bike only

SCORE/Permod Race Schedule

3/26-28 San Felipe 250
San Felipe, Baja California, Mexico
6/4-6 Baja Internacional
Baja California, Mexico
8/6-8 Off Road World
Championship
Riverside Int'l. Raceway
Riverside, CA
11/3-6 Baja 1000
Baja California, Mexico

World Championship Road Race Series

3/28 Argentina
5/2 Austria
5/9 France
5/23 Spain
5/30 Italy
6/26 Holland
7/4 Belgium
7/18 Yugoslavia
8/1 England
8/8 Sweden
8/15 Finland
8/29 Czechoslovakia
9/5 San Marino
9/26 Germany

World Championship Endurance Road Race Series

5/16 Italy
6/13 Germany
6/20 Austria
7/17-18 Spain
8/1 Japan
8/14-15 Belgium
9/12 England
9/18-19 France

World Championship Motocross Series

125cc

3/28 Holland
4/4 Belgium
4/25 Austria
5/2 Italy
5/9 Yugoslavia
6/6 Switzerland
6/20 Czechoslovakia
7/4 France
7/11 Germany
7/25 Finland
8/1 Sweden
8/15 Spain

250cc

4/18 Switzerland
4/25 Spain
5/9 Belgium
5/16 Czechoslovakia
5/23 Poland
6/6 France
6/13 England
7/4 Holland
7/18 Russia
8/1 NEW BERLIN, NY
8/22 Finland
8/29 Sweden

500cc

4/25 France
5/2 Holland
5/9 Sweden
5/16 Finland
5/23 Austria
6/6 Italy
6/13 Germany
6/20 CARLSBAD, CA
6/27 Canada
7/4 England
8/1 Belgium
8/8 Luxembourg

Sidecar

4/4 Italy
4/18 France
5/23 Holland
6/6 Belgium
7/11 England
7/25 Switzerland
8/1 Germany
8/22 Austria
8/29 Denmark
9/12 Spain

World Championship Trials Series

2/21 Spain
2/28 Belgium
3/7 England
5/16 Italy
5/23 France
5/30 Germany
6/6 Austria
6/20 Canada
6/27 NORDEN, CA
9/5 Finland
9/11 Sweden
9/19 Poland

World Speedway Championships

8/15 Team
White City, England
8/28 Individual
LOS ANGELES, CA
12/11 Pairs
Liverpool, Australia

Other Major U.S. Events

10/31 The Superbikers
Carlsbad, CA

Other Major Events Abroad

2/27-28 Team Ice Racing
World Final
Russia
3/13-14 Individual Ice Racing
World Final
Germany
6/5-11 Isle of Man TT
Isle of Man
7/4 Vila Real TT
Portugal
8/21 Ulster GP & TT
Ireland
9/5 Trophée des Nations
Germany
9/12 Motocross des Nations
Switzerland
9/19 Coupe des Nations
Italy
9/19 World Long Track
Championship
Korsiko, Denmark
9/20-25 ISDE
Povunguon, Sweden
Czechoslovakia

National Road Runs

- 5/28-30 National Championship Field Meet
Great Bend, IN
- 9/4-5 National Championship Poker Run
Binghamton, NY
- 9/11-12 Eastern Championship Timed Road Run
Hazlet, NJ
- TBA Western Championship Timed Road Run
Open
- 11/27 Cycle News Barstow to Vegas Poker Run
Barstow, CA — Las Vegas, NV

CMC Golden State Series

2/20-21 Lake Madera, CA

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E. left on Hannagan Rd., 1/4 mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, \$500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., race 7. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, race 6-7, race 7:30. Entry \$12, watch \$4, jrs. \$3, 8-12 \$2. CMC lic. req., avail. @ track. Info 415/651-2545.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50 S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., race 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th. Ex. purse \$300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., race 7. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., race 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$12, Pros \$17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas

off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E. left on Hannagan Rd., 1/4 mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., race 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3 1/2 mi. S of Hwy. 39 on 76. W 1 mi. S 1 mi. W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry \$7, Ex. \$10, rider gate \$3, watch \$3, 6-12 \$1. Info 405/360-3391 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Fery St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission \$5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Racers, Inc. Info 213/672-1814.

February 19-21

R.G. CANNING CUSTOM CAR, CYCLE & HOT ROD SHOW
National Orange, Showgrounds, San Bernardino, CA. Info 213/588-1934.

February 19

INTER-SHOWS INDOOR MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Open 6-11 p.m., 1000s of bikes, parts & accessories. 10x10 space \$15, 10x15 & prime space \$25. Inter-shows, PO Box 2910, Mission Viejo, CA 92690. 714/498-9226 (24-hr. info).

MEDFORD INDOOR SHORT TRACK
Jackson County Expo Park, Medford, OR. Central Point exit off I-5. 60-Open, OT, Youth & Pro (100% p.b.) Money. Sign up 6 p.m., race 7, race 8. Info 503/476-4404, 479-6926 (Rich Word).

February 20-21

WERA ROAD RACE
Texas World Speedway, College Station, TX. All 15 sprint classes. Region 6 pts. Prac. 9 a.m. Info 803/784-3101 (Peggy Edmondson, 9-2 EST).

CMC GOLDEN STATE SERIES
Lake Madera, CA. Series finale, dbl. pts. All classes inc. complete 3-wheeler program; Sptsmin. race Sat.; Pros/OT/Vets/Mini EX/3-wheelers race Sun. Gates open 6 a.m., sign up 6-7:30, race 7, race 8. Mail entry \$15, post \$20; Pros \$35/\$45 (min. \$4000 purse). CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-37 GRAND PRIX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, off @ Theodore. 90-min. races, 8-mi. loops. ATC/Ody race Sat. Entries close 2/15. Desert Vipers M.C. Info 714/735-3771.

February 20

AFM RIDER SCHOOL & OPEN PRACTICE
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of town to Day St. exit, rt. to track. Gates open 8 a.m., school & prac. from 8:30-4:30 p.m. Entry \$50. Info 714/523-3892 (Harry Bresach, after 5 p.m.).

D-36 SHORT TRACK
Hills Ferry Raceway, Newman, CA. Blk. Plate pts., 75% Semi-pro p.b. D-

36 rules, Class C traction. No rider insur./pit riding. Sign up 4-6 p.m., prac. 5-6, race 7. Entry \$10, Semi-pro + \$3/bike, watch \$4, 6-11 \$1. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

GRANTS PASS INDOOR SHORT TRACK
Josephine County Fairgrounds, Grants Pass, OR. 60-Open + OT, Youth & Pro \$, 100% p.b. Sign up 6 p.m., prac. 7, race 8. Entry \$5, Pro \$10, R&B Racing. Info 503/ 476-4404 (Rich Word).

D-38 ANNUAL AWARDS DINNER & PARTY
Carlton Oaks Country Club, 9200 Inwood Dr., Santee, CA. Doors open 6:30 p.m., dinner 8, awards 9, live band 9:30. Dinner \$12 @ door, awards only \$3. Info 714/427-5759, 292-1094 (race line), 448-4242 (Carlton Oaks CC).

D-36 MARATHON
Carnegie SVRA, Livermore, CA. From I-5, exit 580 cutoff to Corral Hollow Rd., W 5 mi., from 580 E, exit Greenville Rd., left on Tesla Rd. abt. 12 mi. Mini/200/250/Open + Vet/OT. Minis go 1 hr., others 2. Gates open 10:30 a.m., Minis race 11:30-12:30, Vets/OT 1-3. Entry \$12, team \$7 ea., watch \$2. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

February 21

AFM ROAD RACE
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of town to Day St. exit, rt. to track. BS/Prod./SS/GP/Sidecars. Gates open 7:30 a.m., prac. 9, race 1 p.m. Entry \$30 1st, \$15 ea. add'l, watch \$5, under 12 free. Parking, program, pit pass inc. Info 714/523-3892 (Harry Bresach, after 5 p.m.).

CAPITAL/ALAMO WINTER MX SERIES
Hidden Valley MX (Dirt Bikers Club), San Antonio, TX. All classes inc. Beg./Over 30 & 40/ATV, trophies thru 5th (10 rider min.), 150% Ex. p.b., \$600 overall purse. Straight program, sign up 8 a.m., prac. 9, race 10. Entry \$12, Ex. \$17, gate \$5. Info 512/443-7627 (Rocky French).

THURSTON MOTOCROSS
Thurston-Gray's Harbor County Sports Park, Olympia, WA. 16 mi. W of town on Hwy. 101. AMA classes run. entry \$10, Pros \$14, watch \$4. Western Washington MX Assn. Info 206/352-2768 (Clay Burkhardt), 456-1864 (Gene Tyler).

D-36 MOTOCROSS
"E" St. track, Marysville, CA. Under Hwy. 70/Yuba River Bridge. All classes inc. Vet/OT, rain or shine, sheltered pits. Parts in the Pits, concessions, free camping. No pit riding/riding day bfr. race. Gates open 6 a.m., sign up 6:45, prac. 7:45, race 9. Entry \$13, Semi-pro \$18 (\$15 p.b.), watch \$4, 6-12 \$1. Marysville Motocross. Info 916/695-2727 (Charlie Sexton), 2088 (Milt Emery).

CMC MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes incl. ATV/Ody. Gates open 6 a.m., sign up 7-9, race 11. Entry \$14, Ex. \$15 + \$5, watch \$4. Info 415/634-3328, 798-5695 (Tom Anderson).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry \$10, Pros \$17 (\$15 p.m.). Info 213/881-5778.

AMA NATIONAL ENDURO (COYOTE DERBY)
Red Mtn., CA. 3 mi. N of Hwy. 395 on Trona Rd. AA-C, 200-Open inc. Sr./4-strokes/ Women. Laid out w/average rider in mind, 1st rider leaves 8:01 a.m. Mail entry \$18, post \$20. Drawing 2/8 @ Angelique's, 2425 E. Orangethorpe, Fullerton, CA @ 8 p.m. Mail entries w/2 SASE to: Chaparrals M.C., 1000 Bernard Dr., Fullerton, CA 92635. Info 714/ 529-0118 (Mike Adams).

BRITISH MOTORCYCLE PLAY DAY
Kettleman City, CA. 1 mi. W of I-5 on Hwy. 41, rt. side of hwy., look for Union Jacks. Trails, hills, sand washes, old hare scrambles course, trails sections. Trophies for best appearing sgl./twin/2-stroke. 10 a.m.-4 p.m. Free, no entry. CAMA/British M.C. Parts. Info 408/659-4958 (Frank Conley).

D-36 EUROPEAN SCRAMBLES
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes inc. Vets/OT & Women if enough, no Semi-pro. Gates open 6 a.m.; 125cc sign up 6:30-7:30, race 8-9:30; Vets/OT 8:30-9:30, 10-11:30; Mini/100/Women 10:30-11:30, 12-1:30; 250/100 Open 12:30-1:30, 2-3:30. Entry \$15, watch \$4. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

KMC MOTOCROSS
Kieberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry \$8, Ex. \$12. Race starts @ noon. W. Bynum 512/592-6764.

CORONA RACEWAY

(714) 735-1705 OR 689-1913

7th Annual UN-LEAP YEAR GP SUNDAY FEB. 28th



SILENCERS MANDATORY

Entry Fee.....\$15.00 (mail)
.....\$22.00 (post)
Team Race.....\$10.00 (mail) ea.
Must send.....\$12.00 (post) ea.
entries together.

100% Payback
to Pros
100% Finisher Awards

AVOID THE HASSLE OF RACE DAY ENTERING AND SAVE MONEY BY ENTERING EARLY!!!

Mail Entry & \$15.00 to: CORONA RACEWAY or bring to Corona
(check or money order) P.O. Box 388 Raceway office.
CORONA, CA 91720

DEADLINE: Entries must be postmarked by Feb. 24 or brought to raceway office by 12:00 Noon, on Feb. 26

RESULTS: Self Addressed Envelope Required For Return of Results

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. official!!!

circle one	circle one	circle one	circle one	circle one	circle one
SIZE	SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE
MINI 100	Beg. Nov.				
125 175	Int. Exp.				
250 500	Girls Vets(32+)	print	print	print	print
	Vets & Girls Circle 2				

CORONA RACEWAY R.A.C.E. GRAND PRIX

CC's: SPONSOR: AGE: PHONE NUMBER ()

ADDRESS: (Number) (Street) (City) (State) (Zip)

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREAS:

In consideration of my being admitted to areas from which the general public is excluded

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazard to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged in any manner while I am within the restricted area, I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property.

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES NO BLOOD TYPE

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN

RIDER'S SIGNATURE Parent's Signature DATE

Life is a matter of timing.



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To Save You Lots of \$\$\$
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Approved Credit
T & O Yamaha
24020 Narbonne Ave.
(Torrance/Redondo area)
Lomita, CA 90717 213-534-2311

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC - MX - 2nd & 4th Sundays
SSM - MX - Every Saturday

SADDLEBACK PARK

Arroyo OPEN 7
CYCLE PARK DAYS A WEEK
Next Race Mar. 7th
San Bernadino
Phone: (714) 689-6114



RACE SCHEDULE

Feb. 21—MOTOCROSS
Indian Dunes

Feb. 28—MOTOCROSS
Saddleback

Mar. 7—MOTOCROSS
Indian Dunes - M/C Tire Works Day

Mar. 21—GRAND PRIX
Magic Mountain G.P.

New! 4 Stroke Class at all
CRC Events

CRC Membership Required
(213) 830-7519



SCHEDULE

FRI FEB. 19 MOTOCROSS Corona
SAT FEB. 20 ODYS.3 WHLRS Corona
SUN FEB. 21 \$1500 GO KARTS Corona
FRI FEB. 26 MOTOCROSS Corona
SAT FEB. 27 FT, 1/2 M, 1/4 M Corona
SUN FEB. 28 UNLEAP YR GP Corona
FRI MAR. 5 MOTOCROSS Corona

ceive 100% payback. See the Calendar section for more details.

Well, excuse me Papal! He's been so busy shaking hands with all the new folks in the office that he forgot to make the introductions. New to the Dealer Sales desk is Nancy Emde Brogger, one of two women in the country (the other is her sister) to be both daughter and sister of a Daytona 200 winner. Gayle Wheeler is the new voice you'll be talking to if you call to place a Want Ad, and Steve Wilson is the new face in the Display Advertising department. This week's cover pilot, Karel Kramer, joined the editorial staff last month. Welcome to all!

Our semi-official "Source in Seattle" called to mumble something about too many "Big B" seating shifts and an error in the Seattle International Raceway schedule he gave us. The first AMA Semi-Pro road race at S.I.R. will be Apr. 25, not Apr. 17. The Pacific Northwest road racing season actually gets underway Apr. 18 with a race at the Westwood track in British Columbia.

Over 70,000 seats at Anaheim Stadium are still warm following the successful Miller High Life Supercross Kickoff, and already Mike Goodwin's folks are talking about the July 17-18 weekend, which will feature the L.A. Coliseum Superbowl of Motocross and an Amateur Supercross event the following day. Stadium Motorsports also plans a road ride, motorcycle show, motorcycle swap meet and a big bus program.

Kawasaki's Eddie Lawson will reportedly appear at the American Federation of Motorcyclists' opening road race at Riverside International Raceway Feb. 21. Lawson is expected to ride both his KR500 GP bike and his Superbike in his sole appearance prior to Daytona.

Bruce Penhall, the World Champion speedway racer, announced last week that he will retire at the end of this year. "I can't ride motorcycles all my life and I have basically, in becoming World Champion, achieved everything I set out to do in speedway. If the World final was not going to be held in my hometown (Los Angeles) this year, I might well have retired after Wembley," said the young Californian. "I don't think I really want to go on trying to win the title four or five times," he added. Penhall says he will look to the many offers outside the sport he has received since winning the World Championship at Wembley last year, especially some TV and movie feelers."

Kees Van der Veen (KTM) won the February 14 Enduro of Touquet, a three-hour hare scramble type event held on the beach near Dunkirk, France. 1,200 riders started the race, including Americans Danny LaPorte, Rick Burgett, Marty Moates and Gary Semics. Burgett (Kaw) finished eighth. A crowd estimated at 170,000 watched the event.

Three-time Grand National Champion Jay Springsteen was named *MotorWeek* Racer of the Week on the TV show's Saturday, February 13, telecast. Springsteen received the honor for his winning performance in the Houston Short Track, which put him in a tie with Kenny Roberts for the most National wins, 29.

Some interesting propositions came out of the National MX pro-

motors meeting held at AMA headquarters in Westerville, Ohio, on February 3. The 1983 Nationals may see the 125cc class become a support division which will run with the 250cc and 500cc National rounds. If the new arrangement comes about, National riders will not have to claim entry in one class, but will be able to ride all classes. The 250cc class would run during the first part of the season with 125cc support motos included. In the second half of the season the 500cc Nationals would run also with 125cc support motos. Two National Champions, plus East and West Coast 125cc Support Champions, would be crowned.

"The sickness didn't last too long," said Jay Springsteen of his illness after winning the Winston Pro Series Short Track National at Houston. "I actually felt good enough to have been at the track Sunday for the TT, but I didn't want to take a chance on getting sick again. The doctor warned me it would take awhile for my body to get used to the new medication I'm on and I guess the seven or eight days I had been taking it wasn't enough. The trip home didn't go too well either. I fried an alternator in the middle of East Nowhere and had to spend a good bit of time in the snow and cold under the van replacing it. I'll be in Daytona for Cycle Week at the Harley-Davidson Show. No racing, just plenty of sun."

If you have access to a cable outlet that carries the satellite broadcasts of Ted Turner's Atlanta, GA, based "Super Station," go for it. Every Saturday afternoon at 5:30 p.m. EST, the station carries *MotorWeek*, a half-hour program hosted by Dave Despain that gives a significant amount of its coverage to motorcycling.

Contrary to published reports, Honda's Marco Lucchinelli will not be riding the Mar. 7 Daytona 200 Motorcycle Classic. The 500cc World Road Racing Champ backed out of his agreement with American Honda to ride the event following test sessions in Daytona. "He rode last year's bike at Daytona, and really didn't get along with it," said Honda's Udo Gietl, adding, "Marco wants to concentrate on the 500s."

Paul Schlegel, co-promoter of the AMA/Kawasaki Amateur and Youth National MX event at Loretta Lynn's Dude Ranch on August 4-7, wishes to revise information concerning camping and motel accommodations at the final. Instead of riders contacting Loretta Lynn's Dude Ranch for details, Schlegel will be contacting those riders eligible for the final through an entry and motel and camping information packet which will be mailed to all riders who qualify for the final.

The format for the '82 Trans-USA MX Series is still up in the air. In the late part of '81 letters were sent to the AMA from Japanese manufacturers stating their intentions of pulling out of the '82 Trans-USA due to an over-extended race season and stretched budgets, but the companies now appear ready to field riders in '82. Husky, KTM and Maico would like to bring European riders to this year's Trans-USA if 500cc bikes are ridden, but some Japanese companies are pushing for another year on 250s.

Team Honda's newest rider Brian Myerscough, has resigned his works ride and will not ride the

National circuit this year. Contacted at his home, Myerscough said, "I thought I really wanted to race and I tried really hard but, I guess that I'm burnt out. I couldn't really get as pumped about racing as I wanted to. I don't feel as bad physically as I did when I had to quit racing, but it was a combination of the two. I will race some locally; you can never tell what will happen." Honda motocross team manager Dave Arnold said, "From the minute we signed him Brian has been training and riding, he works harder than anyone. We really appreciate his efforts and are sorry it didn't work out like we had both planned." Myerscough's departure has left a void in Honda's 125cc National effort and Arnold said that the gap will most probably be filled by Jim Gibbons. Less certain is a ride for Danny Chandler, although Arnold is trying to get 500cc works bikes for Chandler.

Steve Eklund reportedly tried to organize a boycott of the main event of the Sunday afternoon Houston TT. Reason? The former Grand National Champion, who fell after tangling with ex-motocrosser Steve Wise, doesn't approve of Wise's riding tactics. Eklund, during a heated conversation with referee Duke Olliges and AMA commissioner of professional racing Mike DiPrete, said, "You guys have been lousing up our racing for years. Now you let those guys race!" The crowd in the Astrodome loved Steve Wise, a lot of competitors praised his ability, and a lot of racers who were moved off lines by Wise's aggressive riding appeared ready to trade knuckle sandwiches with the two-time Superbikers winner.

THE NATIONAL PAPERS

Thoughts about the twin Nationals at Houston . . . The first time that Harley-Davidson has ever won both races the same year . . . A healthy Jay Springsteen would be far out in front with the all-time win record had he been able to race the many events he has missed the past two seasons, and now the TT at Houston. . . One has to wonder just how much damage he does to himself by continuing to race as long as his problems are serious enough to force him to pass up events that he has a chance to win.

Combining the two main events at the 'Dome and we come up with the fact that Honda had more riders in both finals than any other brand, 11. Kawasaki, by placing three riders in the short track final, came up with the highest total ever to compete at one time for them in a Winston Pro Series dirt main event.

Springsteen is the first rider to ever win three short track finals at the 'Dome. Kenny Roberts and Steve Eklund have each won four finals, but that includes both short track and TT . . . No less than eight riders qualified for both main events . . . That's a new high and again shows that the many former "TT specialists" have all but disappeared, giving the oval track riders, and motocrossers, another area to make money in.

Owner/tuner Ron Woods is one of the main reasons the Can-Am engine will be showing up more and more in future short track and TT events this year.

The events were again rough on the rookies; let's hope that the many former Junior hotshots that were entered did not get their hopes totally crushed in their first attempts at National racing.

Put your money down early for Steve Eklund to win the Astrodome TT final in '83 if he continues his current pattern . . . He failed to qualify for the final in '80, came back and won it in '81, failed to qualify for the final in '82 . . . The seven-time National TT winner, you might say, is unpredictable at times.

They say MXer Steve Wise was riding motocross style on his way to third place in the TT . . . Let's hope that he does not try the same style on the coming Daytona Superbike 100 where he will make his road racing debut . . . There were some unhappy riders in the TT final concerning the way Steve was racing . . . But he is bigger than most, in better condition than most, and has more muscles than most who race the Winston Series . . .

Harley won them both for the first time . . . But they have a ways to go to match the record by Yamaha . . . Yamaha has won them both on three different occasions . . . Springsteen has been chasing Bart Markel and Kenny Roberts for a long time in the effort to finally become the leading rider in the all-time win column . . . Kenny can break the tie by winning Daytona but look for Jay to finally gain the top spot sometime in April or May when the Winston Series hosts two miles and a TT in California. . .

The wrench behind Wayne Rainey in his only Novice road race ride and victory last year and his 10th place finish at Houston in the Short Track is none other than Dennis Mahan, the same master mechanic that tuned Neil Keen to a bundle of wins on the Ascot half mile, including the National win, way back in 1961 . . .

How many riders in today's racing circles can ride both the dirt and the pavement as well as the '81 Superbike champ, Eddie Lawson?

The oldest rider to qualify for either Houston main event . . . It has to either be Mike Kidd or Steve Morehead . . . How time flies . . .

For years the number seven was considered by many to be a "lucky number" . . . But of late it must be losing stature . . . Springsteen, Eklund and Goss have all passed it up in favor of another digit when they lost the title and number one rating . . . It's still available: The late Billy Huber, Sammy Tanner and Mert Lawwill all found success with old number seven.

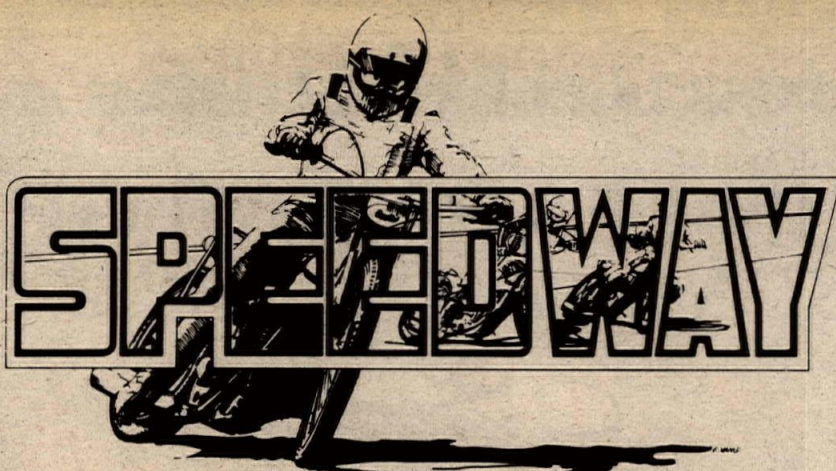
Goss, Springsteen and Alex Jorgensen tied for the point lead heading west in April . . . All three have won at either Sacramento, San Jose or Ascot in the past . . . It will be interesting on the two miles and the one TT which are the next dirt rounds on the Winston path.

Texas Mike Kidd has the number one title . . . Former Texan Everett Brashear, a 15-time National winner on the dirt, is rated as the number one golfer in the motorcycle industry . . . Texas is one the comeback trail it appears, both on the dirt and in the grass.

There will be a lot of unhappy riders at Daytona, but not until late Friday of Speedweek . . . No less than 134 entries for the 200-miler . . . Only 80 can make it out of the Thursday/Friday time trials to the starting line on Mar. 7 for the race that will pay just under \$100,000 . . . This means there will be more riders watching from the pits than usually show up for any other American road race.

Next time we cover the coming Daytona week. . .

Roxy Rockwood



SPRING CLASSIC

**FRIDAY NIGHT
MARCH 5**

Orange County Fairgrounds
Costa Mesa,

Racing Starts at 8:00 P.M.

For Further Information:
International Speedway, Inc.
P.O. Box 3334, San Clemente, Ca. 92672
(714) 492-9933

**SUNDAY AFTERNOON
MARCH 7**

Inland Motorcycle Speedway
San Bernardino

Racing Starts at 2:00 P.M.

For Further Information:
American Raceways, Inc.
P.O. Box 3072 Arcadia, Ca. 91006
(213) 446-0969

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SRA Schedule
Feb. 21 — CARLSBAD
Mar. 28 — PERRIS RACEWAY
ATC—Odyssey Races Saturday Night
(714) 828-1358

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SALINAS ROUGH SCRAMBLES
Monterey County Posse Grounds,
Salinas, CA. All classes. 50% Nov.
trophies, 80% Semi-pro p.b. Pee Wees
welcome. Gates open 8 a.m., prac.
9:30, race 11. Entry \$10 1st bike, \$5
2nd. Semi-pro \$10 + \$3/bike. Coast
County Mini Bike Club. Info 408/449-
1966 (Barry Ballew).

FT. HOOD MOTOCROSS
Cowhouse MX Park, Ft. Hood, TX.
Hwy. 190 to Clear Creek Rd. exit, N
onto Ft. Hood, follow signs. All classes
+ Enduro (10 riders make a class),
trophies to 4th, 100% Ex. p.b. Grand
reopening. Straight schedule, free O/N
camping, concessions. Sign up 8 a.m.,
prac. 9, race 11. Entry \$8, Ex. \$12,
gate \$4, military \$3. Ft. Hood Morale
Support/Suzuki Cycle Center. Info
817/526-6829 (Richard Lassiter),
4738, 4745 (Suzuki Cycle Center).

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto,
CA. 2 mi. N of town on Hwy. 395. All
classes, 50% cash p.b. to Vet Ex., CMC
Pro pts. Memb. only. Gates open 7:30
a.m., race 9:30. Free O/N parking.
Info 714/245-7339, 246-6109,
557-3323.

MT. SCOTT M.C. POKER RUN
Browns Camp, Portland, OR. Off
Wilson Rd. Hwy. Hard & easy courses,
cash \$ trophies, club participation
trophy. Sign up 8 a.m., start when
ready. Entry \$7, less \$1 w/OMRA. If
cancelled, rescheduled to 3/14. Spark
arrestor req., no pit riding. Info
503/620-5301 (Action OZ).

D-36 MOTOCROSS
Lodi Cycle Bowl, 5801 Morse Rd.,
Lodi, CA. All D-36 classes, 100% Ex.
p.b. D-36 cards on sale @ track. Gates
open 8 a.m., sign up 8:30-10, prac.
9-10, race 10:30. Entry \$10 1st bike,
\$5 2nd, Ex. \$13/bike. Lodi M.C. Info
209/931-3722 (Barbara or Eddie).

D-36 MOTOCROSS
Sears Point Int'l Raceway, Sonoma,
CA. 30 mi. N of Golden Gate Bridge,
Hwys. 37 & 121. All classes inc. Beg.
& Dinosaur, bonus trophies, 100% Pro
p.b. Gates open 6:30 a.m., sign up 7,
prac. 7:30, race 9. Entry \$10, Pro/Ex.
\$15, gate \$4. Info 707/938-8448
(Jack Williams).

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA.
Palomar Airport Rd. off I-5. MX/
pavement/off-road course, finish pins,
20% trophies. 201-Open & Sr./Vets
prac. in a.m., race in a.m. O-200cc
prac. in p.m., race in p.m. Entry \$12
mail, \$15 post. SRA lic. req. Info
714/828-1358.

MEDFORD MOTOCROSS
Medford MX Park, Medford, OR. Off
I-5 @ Blackwell Rd. interchange, Central
Point, N on Kirkland to track @
White City. Mini-OT, 100% Pro p.b.
Gates open 8 a.m., prac. 9, race 10.
Entry \$6, Pros \$10, watch \$3. MRA.
Info 503/899-7924 (I. Clouse).

ROSS DOWNS SHORT TRACK
Ross Downs Speedway, Hwy. 26,
Colleyville, TX. 50-750cc, trophies,
100% cash p.b. Am. & Pro. Prac. noon,
race 2 p.m. Entry \$8, Pros \$15, gate
\$5, 6-12 \$3. Info 817/488-9138
(Bob Bagwell).

SRAC MOTOCROSS
Fort Collins, CO. Exit 269B off I-25,
W to 287, N to Bellvue exit, W to Co.
Rd. 23, S 1 1/2 mi. to track. 80-Open +
Vets, 33% p.b. to Nov./Beg./Vets,
100% to Am. Gates open 7 a.m., prac.
8:30, race 9:30. Entry \$10, Am. \$12.
RMR Promotions. Info 303/226-4822
(Bob Range).

OT GRAN PRIZ
DeAnza Cycle Park, Sunnymead,
CA. 10 mi. E of Riverside on Hwy. 60
to Theodore off-ramp. All OT classes,
trophies. Free O/N camping. Memb.
avail. 40 yrs. old + only. Entry \$15.
Info 714/968-8775 (Dick Frampton),
496-8779 (Dennis Rosenberg).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All
classes. Gates open 7:30 a.m., sign up
8-9, prac. 8-9, race 9:30. Entry \$10,
Pros \$15. Info 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to
H-126. All classes inc. 4-stroke. 2
long motos & cash for Pros, 2 motos &
brass for Sptsman. Entry \$12 Pros \$15.
Gates open 7 a.m., prac. 8, race 9:30.
Memb. req. Info 213/830-7519.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead,
CA. 10 mi. E of Riverside on Hwy. 60
to Theodore off ramp. All classes, 30%
same day Sptsman. trophies, 80% Pee
Wee trophies. Entry \$9, Pros \$13,
non-memb. add \$2. Memb. not req.
Gates open 6 a.m., prac. 8:30, race
9:30. Everybody goes 2 motos. Free
camping, park open 7 days. Info
714/653-8068, 5840, 7979.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of
I-35 & I-40, E-bound I-40 exit eastern,
W-bound I-40 exit Reno. All classes, 6
trophies/class, 150% Ex. p.b. Gates
open 8 a.m., prac. 10, race noon. Entry
\$6, Ex. \$10, gate \$4. Info 405/732-
0212 (Howard Musgrove).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX.
Mini-Open + Over 30 & Enduro.
Trophies to 3rd, 200% Ex. p.b. Gates
open 8:30 a.m., prac. 10:30, race
11:30. Entry \$8, Ex. \$12. Harlingen
MX Assn. Info 512/428-3895.

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey
track or 1/4 mi. S. of Tulsa Drag Strip
off Hwy. 169 N. All classes, 30%
trophies, 100% Ex. p.b. All new natural
terrain track, 128-ft. start gate. Prac.
9 a.m., riders mtg. 10, race 10:30.
Entry \$8, Ex. \$15. Tulsa Area
Motorsports, Inc. Info 918/258-1121,
6129 (Marsha Harmon).

SWAN MOTOCROSS
Swan MX Raceway, Tyler, TX. Exit
69 S from I-20, 2 mi. to CR 471, turn
rt. All classes, split program. Trophies
to 5th, 100% Ex. p.b. Nov. prac. 8:30
a.m., race 10; Ex. prac. 1 p.m., race
1:30. Entry \$8, Ex. \$15. Rain or shine.
Info 214/882-4215 (Bill Law).

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc.,
Oklahoma City, OK. Btwn. I-40 & I-
240, exit S. Douglas to S.E. 59th, turn
E. All classes. Gates open 9 a.m., prac.
10:30, race 11:30 or 12. Info
405/681-9492 (Tommy Newman).

CMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona,
CA. Hwy. 67 to Lakeside, E on Maple-
view, N on Ashwood, up Wildcat
Canyon Rd. 11 mi. New track, O/N
camping, concessions, new Beg. class.
Entry \$10, yearly memb. \$15. Sign up
closes 7:30 a.m. sharp. Info 714/
286-3095 (Roy Barnett), 440-7935
(Ken Johnson).

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi.
S of town to San Jacinto River, 60-
Open, trophies or gift certificates to
8th in Nov. classes. Concessions,
showers, bathrooms. Split schedule:
prac. 8 a.m., race 10, Int./Ex. ride 1
p.m. Entry \$8, Ex. \$15, gate \$4. Info
713/756-4114 (Conroe Suzuki),
273-2336 (track).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. &
Deer Valley Rd., Phoenix, AZ. All
classes, 33% trophies to 5th, 100%
Ex. p.b. No pit riding. Gates open 6:30
a.m., prac. 8, race 9. Entry \$10, Ex.
\$15, admission \$4, under 12 \$2.
Phoenix Supercross Raceway, Inc.
602/867-4769.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth,
TX. All classes, no pit riding or late
prac. \$705 guaranteed Ex. purse.
Prac. 8 a.m., 1st race 9, Int. & Ex. prac.
1:30 p.m. Entry \$8, Ex. \$10, gate \$4.
Info 214/245-4693.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway
off Hwy. 169 N & N. 36th St. All
classes, 33% trophies, 150% Ex. p.b.
Gates open 8 a.m., prac. 9:30, race
11. Entry \$8, Ex. \$12, gate \$4. Tulsa
Area Motorsports, Inc. Info 918/266-
6136 (Rick McGhee).

February 26-28

**R.G. CANNING CUSTOM CAR, CYCLE
& HOT ROD SHOW**
Los Angeles Convention Center, Los
Angeles, CA. Info 213/588-1934.

February 27-28

**13TH ANNUAL ROD & CUSTOM CAR
SHOW**
Youth Center Building, Jones County
Fairgrounds, Monticello, IA. Street
rods, motorcycles, race cars, street
machines, vans, pickups & sports cars.
Cash & trophy awards + travel money.
Info 319/465-5119, 5380 (Ralph or
Galen Muller).

February 27

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead,
CA. 10 mi. E of Riverside on Hwy. 60,
take Theodore off-ramp. All classes
inc. ATC/Ody, 30-min. motos. Sign up
7:30 a.m., prac. 8:30, race 9:30. Info
714/653-8068.

OWYHEE M.C. INDOOR SHORT TRACK
Coldwell, ID. Behind O'Connor Field
House @ 21st & Cleveland. 50-Open,
6 riders make a class, everyone races
twice. 100% Ex. p.b., food avail. Class
C tires, packed silencers req. Indoor
pits. Sign up 4-6 p.m., prac. 6-7, race
7. Entry \$10 Beg., \$15 Ex., \$5 Micro
Mini, watch \$3, under 12 free. Info
208/342-7439 (ref), 888-7357 (asst.
ref), 459-0010.

SPEEDWAY ON ICE
Tucson Community Center Arena,
Tucson, AZ. Pro championship pro-
gram, riders from around U.S. \$3700
purse, \$1000 to win. Race 8 p.m. Info
602/791-4266.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of
town on Hwy. 113. All classes inc.
OT/Vet/Women if enough, 100%
Semi-pro p.b. Concessions, Parts in
the Pits. Gates open 6:30 a.m., sign up
7, prac. 7:30, race 9. Entry \$15, Semi-
pro \$15 + \$5 park fee, watch \$4.
Argyll Park Promotions. Info 916/678-
3592 (Buel Campbell).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Race-
way, Porterville, CA. Gates open 5
p.m., prac. 6-7, race 8. Info 209/784-
8335 (Jess Land), 2825 or 8100
(Jack Roberts).

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110
S.W. 53rd St., Corvallis, OR. Mini-Open
Am. classes, 250 & 500cc Pros.
Knobbies allowed below 200cc. Sign
up 6 p.m., prac. 7, race 8. Entry \$5,
Pros \$10, watch \$3, pit pass \$4.
Willamette Valley Cycle Club. Info
503/753-0566, 472-7523.

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off
91 Fwy. @ Buchana St. btwn. Corona
& Riverside. Half-mile & ST. 30%
trophies, 80% Pro p.b. Gates open
5:30 p.m., prac. 6:30, race 7:30. Entry
\$7, Pros \$10. Info 714/689-1913,
735-1705 (Elaine Jones).

HILLS FERRY SHORT TRACK
Hills Ferry Raceway, Newman, CA.
Gates open 4 p.m., prac. 5, race 6.
Entry \$10, watch \$4. Info 209/524-
1592, 862-2465.

February 28

**D-38 LOST COYOTE WORLD CHAM-
PIONSHIP HARE & HOUND**
All classes + Vet/Sr./3 ATC divi-
sions, finisher pins, BLM, rest rooms. 3
loops, 75 + mi. Riders mtg. 9:30 a.m.,
race 10. Entry \$12, Minis \$5. Tank-
slappers M.C. Info 714/427-5759
(Gordon Clark).

UN-LEAP YEAR GP
Corona Raceway, Corona, CA. All
classes inc. Vets/Girls, 100% finisher
pins, 25% trophies, p.b. to Pros. 6-mi.
course, 3 # plates req., silencers req.
Gates open 6:30 a.m., 1st prac. 8, 1st
race 9:15. Mail entry \$15, post \$22,
team (must send entries together)
\$10/\$12 ea. Mail entries (postmarked
by 2/24) to: Corona Raceway, PO Box
388, Corona, CA 91720. Info 714/
689-1913, 735-1705.

OT MOTOCROSS
Indian Dunes, Valencia, CA. All OT
classes, 30% trophies. Memb. open,
40 yrs. old or over to join. Gates open
7 a.m., prac. 8, race 9.2 motos. Entry
\$11. Info 714/968-8775 (Dick
Frampton, after 5 p.m.), 496-8778
(Dennis Rosenberg).

THURSTON MOTOCROSS
Thurston-Gray's Harbor County
Sports Park, Olympia, WA. 16 mi. W of
town on Hwy. 101. AMA classes run.
entry \$10, Pros \$14, watch \$4. West-
ern Washington MX Assn. Info 206/
352-2768 (Clay Burkhardt), 456-1864
(Gene Tyler).

NMA/KAWASAKI WINTERNATIONALS
Indian Dunes, Valencia, CA. On
Supercross track. 50-250cc, Minis
through 16, motorcycles through 21.
30% trophies, p.b. to Pros. Memb. req.
Gates open 6:30 a.m., prac. 8, race
9:30. For entries & info call 213/868-
8112.

D-37 HARE SCRAMBLES
Anderson Dry Lake, CA. Lined from
Lucerne Valley, 10% trophies, ruby
"boobie" finisher pins. Start 10 a.m.
Entry \$15. Brush Busters M.C. Info
805/527-8324

**D-36 PCGP & AMA NATIONAL CHAM-
PIONSHIP HARE SCRAMBLES**
Prairie City OHV Park, Sacramento,
CA. Hwy. 50 E to Prairie City Rd., S to
White Rock Rd. 200/250/Open/OT/
Vets/4-stroke/Sr./Sup. Sr. \$750 cash
contingencies to 1st 5 Ex. o/a. Rider
med. insur. 3-hr. races on 12-mi.
course. All Nov. race 8:30 a.m., Am./Ex.
race 1 p.m. Entry \$12 mail, \$17 post;
Ex. \$17/\$22; gate \$4, Polka Dots
M.C. Info 916/331-0436 (Dennis
Hausmann).

D-36 MOTOCROSS
Carnegie SVRA, Livermore, CA. From
I-5, exit 580 cutoff to Corral Hollow
Rd., W 5 mi.; from 580 E, exit Greaville
Rd., left on Tesla Rd. abt. 12 mi. All
new 100% natural terrain track, special
Beg. class, 100% Semi-pro p.b. AMA
& D-36 cards req., avail. @ track. No
rider med. insur. Gates open 8:30
a.m., sign up 7-8:30, prac. 7:30-8:30,
race 9. Entry \$13, Beg. \$10, Ex. \$15 +
\$5, watch \$4. CR Race Promotions.
Info 415/489-3094 (Clark Rupp).

COYOTE LOCO MOTOCROSS
El Coyote Loco MX Track, Ensen-
ada, Baja California, Mexico. S on I-
805 or I-5 to Tijuana, take toll rd. to
Ensenada, off @ La Fonda, La Mission
exit turn left, go abt. 16 mi., left on dirt
rd. to Guadalupe. All classes, 30%
trophies, 200% Pro p.b. Gates open 8
a.m., prac. 8:30, race 11. Entry \$10,
Pros \$15. Southbay Yamaha. Info
714/429-9287 (Ray, after 2 p.m.).

CMC MOTOCROSS
 Carlsbad Raceway, Carlsbad, CA.
 All classes. Gates open 7 a.m., sign up
 7-9, prac. 8-9, race 9. Entry \$10, Pros
 \$15. Info 714/557-3323.

CRC MOTOCROSS
 Saddleback Park, Orange, CA. All
 classes, 2 motos ea. Cash p.b. to Pros,
 30% brass to Sptsman. Entry \$12, Pros
 \$15. Gates open 7 a.m., prac. 8, race
 9:30. Memb. req. Info 213/830-7519.

JUNIPER MOTOCROSS
 Juniper MX, McAlester, OK. Tulsa
 Turnpike (75) N on 69 (not Bus. 69).
 Exit 113 to E. All classes, trophies
 through 6th, 150% Ex. p.b. Sign in 8
 a.m., prac. 9-10, race 10:30. Entry \$8,
 Ex. \$15, gate \$4. Info 918/426-4533
 (McAlester Kawasaki).

OKLAHOMA MOTOCROSS
 Motorcycle Raceways, Inc.,
 Oklahoma City, OK. Btwn. I-40 & I-
 240, exit S. Douglas to S.E. 59th, turn
 E. All classes. Gates open 9 a.m.,
 prac. 10:30, race 11:30 or 12. Info
 405/681-9492 (Tommy Newman).

LAS CRUCES MOTOCROSS
 Las Cruces MX Park, Las Cruces,
 NM. 1/2 mi. S of Mesilla Dam. Guar-
 anteed purse, trophies to 3 places. Gates
 open 8 a.m., prac. 9:30, race 11. Entry
 \$10, Ex. \$12. Flyin' Ryan's Racing.
 Info 805/524-9700 (Ryan Armitage).

CANYON MOTOCROSS
 Canyon Raceway, 99th Ave. &
 Carefree Hwy., Phoenix, AZ. Carefree
 Hwy. 8 1/2 mi. W of I-17. Pee Wee-Open
 + OT, possible 4-stroke class, 33%
 trophies through 5th, 100% Ex. p.b.
 (33% of class through 5th). Gates
 open 7 a.m., prac. 9. Entry \$10, Pee
 Wee \$7, Ex. \$14, gate \$4, under 12
 \$2, bike fee \$5 (deducted @ sign up).
 AMA sanc. Info 602/583-0575 (Tom
 Timmons), 795-2238 (Ron Keyes).

CMC MOTOCROSS
 Sand Hill Ranch, Brentwood, CA.
 Corner of Camino Diablo & Vasco Rd.
 All classes incl. ATV/Ody. Gates open
 6 a.m., sign up 7-9, race 11. Entry
 \$14, Ex. \$15 + \$5, watch \$4. Info
 415/634-3328, 798-5695 (Tom
 Anderson).

OLD TIMERS MOTOCROSS
 Indian Dunes, Valencia, CA. All OT
 classes, 30% trophies, 40 yrs. +
 memb. open. Gates open 7 a.m., prac.

8, race 9. Entry \$11. Info 714/968-8775
 (Dick Frampton, after 5 p.m.), 496-
 8778 (Dennis Rosenberg).

March 7

SPRING CLASSIC SPEEDWAY
 Inland Motorcycle Speedway,
 National Orange Showgrounds, San
 Bernardino, CA. I-10 E to 15E, off on
 Orange Show Rd. exit, left on Arrow-
 head. 1st Div. only. Americans from
 abroad & U.S., Bruce Penhall returns.
 Gates open noon, race 2. Admission
 \$7, 6-12 \$3.50, under 5 free. Info
 213/446-0969, 2241 (Kay Ruther-
 ford).

PRO LEPRECHAUN GRAND PRIX
 Riverside Int'l. Raceway, Riverside,
 CA. Hwy. 60 E of town, take Day St.
 exit S. Nov./Jr. Pro/Pro/30/38. 70%
 Pro p.b. O/N camping, Nov./Jr. Pro
 prac. 8 a.m., Pros noon; Nov. race
 8:45, Jr. Pro 10:30, Pros 1. Mail entry
 \$20, post \$25; Jr. Pros \$25/\$30;
 Pros \$50/\$60. Professional Racing
 Organization. Info 714/531-7158
 (Vern Heth).

D-36 MOTOCROSS
 Sears Point Int'l. Raceway, Sonoma,
 CA. 30 mi. N of Golden Gate Bridge,
 Hwys. 37 & 121. All classes inc. Beg./
 Dinosaur/Women, bonus trophies,
 100% Ex. p.b. Gates open 6:30 a.m.,
 sign up 7, prac. 7:30, race 9. Entry
 \$10, Pros/Ex. \$15, gate \$4. SPIR.
 Info 707/938-8448 (Jack Williams).

WASHOUGAL AMATEUR GRAN PRIX
 Washougal MX Park, Washougal,
 WA. 125/200/250/Open A & B,
 Pros, OTH & OT; medals to winners,
 100% finisher pins. 4-hr. races on 7-
 mi. course inc. part of MX track run
 backwards. GP-type start, no # neces-
 sary. O/N camping Sat. Gates open 7
 a.m., sign up 8, race 10. Entry \$10,
 watch \$2. Northwest MX Ent. Info
 503/620-5301, 472-2475 (Action
 OZ).

NMA/KAWASAKI WINTERNATIONALS
 Blythe Raceway, Blythe, CA. 50-
 250cc, minis through 16, motorcycles
 through 21. 30% trophies, p.b. to Pros.
 Memb. req. Gates open 6:30 a.m.,
 prac. 8, race 9:30. For entries & info
 call 213/868-8112.

Road Runs

February 28

SOUTHLAND CYCLES ROAD RUN
 Southland Cycles, 8141 Garden
 Grove, Blvd., Garden Grove, CA. To
 Griffith Park, Hollywood sign, Mulhol-
 land Dr. & Rock Store. All welcome.
 Dress warm & bring cameras. Depart
 9:15-9:30 a.m. No entry fee but bring
 money for food, gas, etc. Rain date
 3/7. Info 714/893-5091 (Jim).

March 1

THREE FLAGS CLASSIC INFO
 Wilmington, CA. Last day to request
 info on '82 Three Flags Classic run.
 SCMA, P.O. Box 668, Wilmington, CA
 90748.

March 7

ROAD CRUISERS OF SAN DIEGO
 25TH ANNIVERSARY TOUR
 South Bay Yamaha, 1 West 35th
 St., National City, CA. Sign up 8-10
 a.m. Info 714/449-4133.

March 14

SUNRISE TO SUNSET POKER RUN
 Honda-Kawasaki of Las Vegas,
 Boulder Hwy., Las Vegas, NV. Bikes,
 trikes & sidecars. Pins, trophies, steak
 fry & pig roast, entertainment, refresh-
 ments, 50/50 drawing by GWRRA,
 mystery drawings. 1st hand wins \$400
 cash. Entry \$6, pre-registrations qualify
 for \$100 cash drawing. Sign up 7-
 9:30 a.m. Mail entry deadline 2/14.
 Freedom Rider, 2586 Meadows Ave.
 #D, Las Vegas, NV 89101. 702/
 361-2298.

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Page.

CALENDAR LISTING

FREE

Calendar listings are a free service. Please type or legi-
 bly print all information asked for and mail the blank or a
 facsimile thereof to: Cycle News Calendar, PO Box 498,
 Long Beach, CA 90801. All listings must be received by
 noon Thursday to appear in the following week's Cycle
 News. No phone calls, please; we can only accept items
 in writing. You may include an event flyer in addition to
 the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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do, do it with Cycle News.

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MX RACES EVERY SUNDAY
 Open 7 days—7a.m. 'till dark
 Located 2 miles west of Interstate 5
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SUPERBOWL OF MOTOCROSS
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 Atlanta Stadium, Georgia
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 Stadium Motorsports Corporation
 Questions? (714) 494-9484

Burbank Yamaha

CLEARANCE!
 All 1980, '81
 Models In Stock
 At Super Savings
 Open Monday
 1801 W. Burbank Blvd.
 Burbank, CA 91506
 213-845-8738

WANT ADS

Help Wanted

Wanted: Suzuki Service Mgr.

Immediate opening for experienced Suzuki Service manager-mechanic. References required. Factory training preferred. Liberal base salary plus percentage. For details call or write Rod Price, ARCTIC RECREATIONAL DISTRIBUTORS, 3074 Commercial Drive, Anchorage, Alaska 99501. (907) 272-5351. (106/7)

Honda Salesman Wanted

Opportunity of a life time for top sales achiever. One of San Francisco Bay area's largest volume Honda dealers. Only top quality salesmen need apply for this excellent paying and maximum benefit position at WALNUT CREEK HONDA, (415) 943-1244. (206/7)

SALES REPS WANTED

Western U.S. Distributor is seeking sales reps who are currently working within an established territory & who would like to sell the following products: Bel Ray, Answer Products, D.G., Boyesen, Pirelli, Metzeler, Tsubaki, Twin-air, and lots more! Don't call unless you already sell to motorcycle dealers in a specific territory & want to increase your income. 90-page color catalog available. (916) 635-9580. Prime areas still available. (250/TFNE)

SUZUKI MECHANIC

Must be school finished, experienced mechanic. LONG BEACH SUZUKI, 2441 Long Beach Blvd., Long Beach, CA (213) 427-8941. (305/6)

SALES REP. WANTED

San Francisco Bay Area. 9-10-15% commission paid weekly. Top lines. 1-800) 654-6486. Ask for Sales Manager. (205/8)

YAMAHA MECHANIC

Experienced mechanic at least 2 years experience on Yamahas. Can easily make between \$20,000.00-\$30,000.00 a year. All year employment, very good benefits. One of the largest and most progressive dealerships in the south. Call Wayne at LAKE CHARLES YAMAHA in Lake Charles, Louisiana. Phone (318) 436-8449. (206/6E)

Professional Salesman

Leading Southern California Honda dealer seeks professional motorcycle salesman with well rounded off/on road experience. Excellent pay plan, benefits and opportunity for the right person. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA. (213) 345-7616. (206/TFN)

Order Desk Sales

Major motorcycle and automotive accessory manufacturer seeks individual with knowledge of the automotive and/or motorcycle aftermarket. Must be detail oriented and have some mechanical background, as well as good communication skills. Send resume to K & N ENGINEERING, P.O. Box 1329, 561 Iowa Ave., Riverside, CA 92502, Attn: Rich Barnes. (206)

SUZUKI MECHANIC

One opening for qualified mechanic. Must be proficient in every phase of 4- and 2-stroke Suzuki motorcycles, plus superb trouble shooter, reliable and good with the public. Earnings open plus fringe benefits. Call Phil at CALIFORNIA SUZUKI OF ORANGE (714) 639-7771. (201/TFN)

SERVICE TECHNICIANS, want to spend summer in Alaska and work? Send resume to HONDA OF ANCHORAGE, 1118 East 5th Avenue, Anchorage, Alaska 99501, Attn: Steve. (102/7)

Motorcycle or Off-Road Race Promoter Needed

Some investment may be required. For information call (714) 689-6114. (201/TFN)

PARTS AND ACCESSORY manager of Honda, Yamaha dealership. Send resume to CYCLE NEWS, Dept. DAHY, P.O. Box 498, Long Beach, CA 90801. (204/8)

KAWASAKI SERVICE HOTLINE

Factory position requires 5 years dealer level experience as a mechanic or service manager, repairing motorcycles but college or vocational training will be taken into consideration. Jet-Ski or snowmobile knowledge is a definite asset. Other requirements include: Good telephone communication skills and proven riding ability. The primary duty will be to answer service questions & instruct dealership personnel in service & repair techniques using the Kawasaki Hotline. For more information call Personnel, KAWASAKI MOTOR CORP. USA, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (205/TFN)

RIDE FOR A LIVING

Motorcycle messenger company is looking for select individuals. Must have neat appearance and reliable machine. Royal Messenger (213) 781-3926. (204/8)

Tired to the same old grind?

PASADENA HONDA is looking for a good parts & accessories counter person. Excellent wages and benefits. Come to the place where things happen! (213) 795-0271, Bob Gray. (204/7)

Kawasaki Team Tour

Kawasaki needs a technician with 5 years professional experience, preferably on street bike. Proven public relations skills and previous experience working at events with promoters. Responsibilities will include: driving a Tour Team van to the event, setting up a public relations site, and performing minor repairs on consumer's bikes. This technician will be based in the EAST with travel 25-30 weekends during the year. For more information contact: Personnel, KAWASAKI MOTORS CORP. USA, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (206/TFNE)

Service Manager

Immediate opening for experienced service manager to work for established San Diego Yamaha dealership. Good benefits, salary commensurate with qualifications and experience. References required. Send resume to EL CAJON YAMAHA, 765 El Cajon Blvd., El Cajon, CA 92020 or call Mark (714) 442-3338. (206/7)

Counter Person

Honda auto & motorcycle dealership is looking for a good motorcycle counterperson. We will train you to Honda car business. Send resume to CLAWSON HONDA, 6334 N. Blackstone, Fresno, CA 93710. (206/7)

FACTORY TRAINED Harley-Davidson mechanic wants permanent job. Eight years dealership experience, excellent references plus machine shop background. CYCLE NEWS, Dept. JK, P.O. Box 498, Long Beach, CA 90801. (106/7)

Technical Editor For National Magazine

Looking for a technical wizard who understands motorcycles and journalism. Write (don't call) Mr. Editor Girdler, Cycle World, 1499 Monrovia Ave., Newport Beach, CA 92663. (205/6E)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS

Start an exciting career as a: MOTORCYCLE MECHANIC. THE CALIFORNIA SCHOOL OF THE PROFESSIONALS. Residence or Home study. If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...CALL TOLL FREE 1-800) 423-4678.... Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (202/TFN)

INDEPENDENT DESIGNERS applies Rocket engine technology to turbocharging motors. Eliminate throttle lag, improve low end performance, unlimited horsepower. A unique investment opportunity. (805) 273-2328. (106)

Honda Dealership For Sale in So. Calif.

Established 10 years, gross \$1,466,000 in 1981. Price of \$395,000 includes \$120,000 parts and accessories, good terms. Submit down payment. For more info call Jack at (213) 698-0065. (205E)

Speedway Bike

Weslake 4 valve, great cond., extras, \$1800.00. (714) 875-7819 or 889-6013. (107/8)

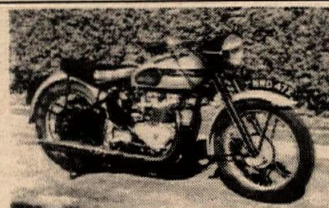


Pirelli MT26 Speedway

We have the lowest prices. Call C.D. ENTERPRISES (805) 948-3372. (106)

1974 MR 50 Honda

Excellent shape, great kid's bike. \$225. (714) 628-2724. (306)



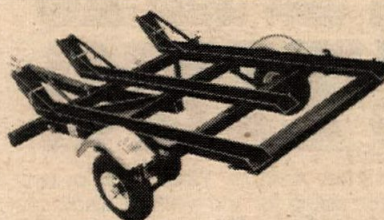
AMERICA'S LARGEST PUBLICATION ON CLASSICS & ANTIQUES. Free ad with subscription. Now monthly. \$14 year bulk mail; \$20 first class mail. Sample copy \$1. WALNECK'S, 112 Main St., Lemont, IL 60439. (312) 257-7788. (106/7E)

Japanese Bike Riders

Move up to Husqvarna quality. Lefover 250s — 390s, \$1,499 — \$1,699. FREEDOM HUSQVARNA, KTM, MAICO, KAWASAKI, (816) 765-5785. (206E)

★ ★ DAYTONA ★ ★

Fork braces for TZ250, 750, and all Superbikes. We can deliver at Daytona, C.C. PRODUCTS, (408) 866-6597. (206)



★ Cycle Trailer...\$299 & Up ★

1, 2, 3 & 4 Rail Major Brands! 4 & 5 rail custom. Small or large wheels. Also vehicle & utility trailers & hitches installed. M.S.C. (213) 767-1757. (205/EOI/TFN)

1980 Moto Guzzi 1000 Le Mans

Excellent condition, S & W's, K & N's, \$4200. (213) 828-1500. (205/6)



Supercharged Laverda Funnybike

\$12,000 invested. Will sell complete for \$4,000 or will separate. New Teflon magnason blower complete with drive, injector & pump, \$1,200. Dixon slipper clutch, \$400.00. Complete rolling chassis 70" wheel base would be suitable for Kawasaki, Suzuki or Harley motor, \$2,400. Call after 6:00 p.m. (213) 926-3496. (106E)

1980 MAICO 250 immaculate cond., ridden little, some extras, \$900. (213) 431-8542. (105/7)



"Do It In The Air"

with a MAC, no license required, one day assembly. Distributor inquiries welcomed. The MAC, 113 Sunrise Ct., Ozarkie, KS 66070. (206/9E)

HONDA 1975 250 TRIALS

Excellent condition, \$400. OBO (714) 970-6526. (305/6)

Illness Forces Sale TZ125 G

Class winner. Krober ign., alum. disc's Lectron, WM 2 & 3 rims, fresh meat & clutch, spare barrels, rings, clutch, etc. All gearing race ready. MUST SELL NOW! Will deliver. Jill (415) 952-7808 eves. (305/7E)

1980 Midnight Special

XS1100 LG, many extras, excellent condition, 2500 original miles. \$3295. (213) 378-7656 or (213) 545-3445 leave message. (305/10)

Getting Married Sale-Fast

TZ750E MUST GO! Bratton crank, Lockheed's 13" alum. disc's, mags, Lectrons, gearing, new ign., virgin cylinders, spare mono, clutch, cranks, titanium and many extras. Must sell now! Will deliver. Gennady (415) 588-5867 or (415) 952-7808. (305/7E)

1980 Honda CR250R immaculate!

New front Metzeler, rear Dunlop, new bars, Whirpool throttle, grips, stock engine, D.G. pipe, excellent cond., must see, \$850.00 O.B.O. Call eves. (714) 531-1913. (106)

Road race RD200cc Yamahas

3 1/2 bikes total, spare pistons, carbs, rings, cylinders, sprockets, etc. \$900 all or will separate. (213) 390-6520. (106)

Moto Morini

Largest parts inventory on the West Coast. Hi Performance kits for all models, selected models at substantial discount. (916) 722-8348. (106/9)

Motorcycle trailer for sale

Heavy duty 4 rail, 15" wheels, \$225.00. (213) 675-2879. (106)

1978 RD 400

Has brand new top & bottom end, custom paint, Tom Turner pipes, extras, \$1500 O.B.O. Call (213) 439-0326. (406)

Super Street RD TZ 350

TZ motor, many spares, very competitive, fresh motor, \$1400 O.B.O. Must sell. Call Tom after 6:30 p.m. (213) 433-3359. (406)

Yamaha 490YZ like new

Trail ridden 8 hours, must sell, \$1950. (213) 431-1113. (406)

1979 Yamaha TT500

White Brothers swingarm, pipe, Works Performance shocks, extras, \$1100. (213) 324-5449. (106)

RM125X, R&D modified, fast! Fresh top end, \$875 OBO. (714) 879-2343. (106)

'78 Honda 185 St./'79 YZ250F

Honda Twinstar runs great, perfect condition! \$675.00. Yamaha — suspension modifications, fresh condition, extras, \$825.00. Call after noon (714) 826-6697. (106)

'82 KTM Skid Plates

250 & 495 at PRO-CYCLE. Dealer inquiries welcome. (714) 772-8170. (206)

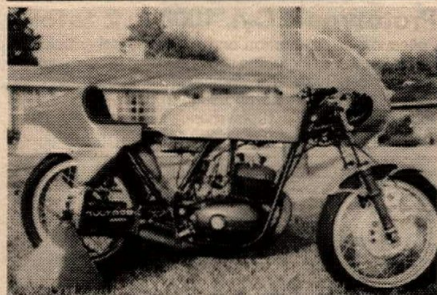
WANTED: YZ 250 rear wheel, any year OK. (213) 532-1418. (406/7)

81 Honda CR250 80 Maico 440M1

Both brand new condition, low hours, extras. Priced to sell! (213) 679-1813. (306)

Trade '81 YZ 465H

Like new for '81 or '82 XR500. (805) 987-1772. (306)



Bultaco 350 TSS Road Racer

1969 TSS, excellent condition, many extras! Including cylinders, pistons, cranks, exhaust, fairings & tools. Serious inquiries only. Call Rich, anytime, (904) 453-2994. (306E)

'78 KTM 125

MC-5 good condition, \$500. (714) 586-4928. (105/6)

Weslake Speedway Bike

Complete, 1980 Jawa frame, Talon hubs, neb clutch, G-TS, Rental bars, fresh motor, some spares, \$3000.00. (714) 673-3739. (106)

Procycle 1981 KTM 250

Maintained by Procycle, excellent cond., Fox Shox, tank cover and more! Must see. (714) 772-8170. (206/8)

1980 Honda CB750F

Excellent condition, low miles, \$1850.00. Ask for Paul (714) 540-2488 or (714) 653-9741. (106)

1981 YZ 490 J — brand new

Ridden 3 times, xint. Long Beach, eves. \$1995.00. (213) 423-5022. (106)

1979 CR250R

Good condition, Ohlins, fork kit, must sell, \$600.00. (213) 921-4752. (106)

1980 YZ125G Yamaha

Good condition, Answer silencer, only \$575.00. Will deliver in L.A. or O.C. area. Call (213) 696-0731. (106)

SPARK PLUGS 79¢

BC CYCLE SUPPLY. NGK or ND. Open 7 a.m.-9 p.m. weekdays, 7-5 weekends. ADDITIONAL HOURS BY REQUEST!!! Call (714) 891-5286 for more info. See our other ads this section. 9025 McFadden (at Magnolia), Westminster. "WE'RE ALWAYS OPEN." (206 TFN)

Floater-Monoshock-Pro-Link-Unitrak

We specialize in setting up suspension for YOUR riding style. Dual rate set up \$29. Standard valving mods. \$65.95. Works Performance mods \$129.95. Triple rate set up \$66. Six styles of reservoirs \$59.95. Fork mods start at \$39.95. SCOTTS SCOOTER SERVICE, 2627 Honolulu Ave., Montrose, CA 91020. (213) 248-6747. (206)

1981 SIDE CAR

California side car will fit 650cc or larger. \$1500 OBO. Also have accessory boot & saddlebags for same. \$200 OBO. Rick (213) 944-2321. (306)

1982 RM 250Z SUZUKI

New! Boost bottle, Roost Factory air box, safety seat. MUST SELL! (213) 285-9293 or (213) 796-8225. (306/7)

1982 CB1100 R HONDA

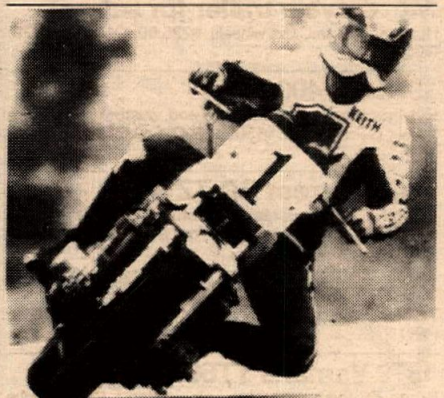
Rare collector's bike, very expensive, serious inquiries only. Will consider trades. Scott Wilcox (503) 935-1775. (306)

'78 YAMAHA YZ100

Very clean, excellent condition, runs strong, great first bike. \$400. (213) 476-5589 or 476-7744. (306)

DAYTONA READY!!

New '81 TZ250 H \$5995. CONCORD YAMAHA (415) 798-2580. (206/TFNE)



California Superbike School

The course fee includes leathers, helmet, boots & gloves. Riding seminar by Keith Code and a track prepared Kawasaki GPZ550. You ride at least 40 miles on the track. Riverside, Laguna Seca, Continental Divide, Kent, Road America, Daytona, Loudon, Willow Springs, Shannonsville. New date — Feb. 19 and March 12 at Riverside, P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (206)

BELL HELMETS \$79.95

BC CYCLE SUPPLY has Moto 3 or Tourstar on sale for \$79.95!!! List price now \$140.00! Special sale March 5, 6, 7 ONLY. Tell your friends! Our regular price \$98.85. 7 a.m.-9 p.m. each day. 9025 McFadden (at Magnolia) Westminster. (714) 891-5286. "WE ARE ALWAYS OPEN." (206/8)

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New '82 YZ490's and 175 Tri Motos in stock. Dealer cost plus 10%. CONCORD YAMAHA (415) 798-2580. (206/TFNE)

Prototype 4 Cyl. 1000cc 2 Stroke

Collection of production and experimental, stock and racing Yankees, including: both existing 4 cyls., factory 1/2 miler, cafe with 180° engine, stock enduro with 250 original miles, unrestored ISDT, 20 plus engines and chassis with MSO's, tools, manuals. Need tuition, may separate. (617) 865-4168. (106E)

'81 CBX: Crate condition, \$3,995. (412) 966-2031. (106/10E)



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Mar. 6 at Arroyo Cycle Park. Enthusiasts and racers welcome. Sponsored by Honda, taught by Russ Darnell. Limited entry, \$30. Call today! (714) 980-3212. (206/8)

'81 Maico 250

Porting, pipe, fork & shock mods, Safety Ceet MPW, excellent condition, remarkably fast, \$140.00. Dave after 5:00 p.m. (213) 426-4642. (406)

We're always open!!

That's our motto. We open at 7 a.m., 7 days a week, close at 9 p.m. weekdays, 5 p.m. weekends. If you need something outside these hours, just call. We live across the street and will open the store for you (10% surcharge). BC CYCLE SUPPLY, 9025 McFadden (at Magnolia), Westminster. (714) 891-5286. (206/TFN)

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Mr. Turbo kit, red anodized intake, braided oil return, 2 carbs, Keihin & Bendix, 2 exhaust pipes — high & low, electric fuel pump & regulator. Perfect condition, 10 hours on kit. \$1650. (213) 827-0720 leave message. (306/9)

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'82 YZ125, broke knee

Must sell! Flow ported, matched cylinder, Y.E.I.S., Boyesen reeds, raced once and crashed. \$1500 firm. Call for details. James, eves. (714) 365-5343. (106/7)

1981 RM80 Suzuki, \$450.00

Bought in August 1981, runs good, clean, \$450.00 firm price. (213) 634-8358 or 573-0457. (106)

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has it all! Every major brand of aftermarket street, dirt, racing motorcycle, ATC accessories. Everything priced below retail. OPEN 7 a.m.-9 p.m. WEEKDAYS, 7-5 WEEKENDS!!! Additional hours by request. Call for more info. FREE coffee anytime! VISA/MC. 9025 McFadden (at Magnolia), Westminster. 1 mile north of 405, 2 miles south of 22. (714) 891-5286. "WE'RE ALWAYS OPEN." (206 TFN)



Travlite Motorcycle Camper

America's #1 camping trailer designed for touring cyclist. 310 lbs., 22 cubic feet storage, 42"x78" bed, 78" headroom. CONTINENTAL INDUSTRIES, Dept. CN, 301 W. Rising Street, Davison, Michigan 48432. (206/9)

★ ★ Rocketship for Sale ★ ★

1979 Suzuki GS1000

Absolutely immaculate, 6,300 miles. This bike must have a good home! \$2300.00. Call (213) 379-7254. (406/7)

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BC CYCLE SUPPLY has it for \$2,499!!! See our other ads this section. 9025 McFadden (at Magnolia), Westminster. (714) 891-5286. "WE'RE ALWAYS OPEN." (206/TFN)

'81 250 Suzuki Full Floater

Ported. Roost Boost, ridden very little, xint. cond. \$1275.00. (213) 548-4484. (306/7)

BRIDGESTONE

1970 350GTR, 2400 adult miles, showroom condition, \$1250.00 or nearest offer. Evenings (408) 475-3396. (106E)

'80 YZ80 \$450, '80 D-G Tri-Moto \$650

(805) 758-5837. (106/9)

'82 XR200

Ridden approx. 8 hours, \$1050.00. Call (714) 653-7993 after 5:00. (106)

Yamaha cylinder and wheel

YZ250H cylinder with new piston kit complete. Front wheel with Hi Point knobby, make offer. Call Mark, eves. (213) 376-6309. (106)

1980 YAMAHA YZ125G, looks, runs like new, \$850 OBO. (714) 538-1022. (106)

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1982 250 — 495 Pro-levers in stock. Recent purchase of KTM, Penton, Sachs and DKW parts and accessories, gives us one of the largest inventories in the U.S. Please contact PRO-CYCLE at 1265 E. Lincoln Ave., Anaheim, CA 92805. (714) 772-8170. We ship UPS daily. PRO-GAS NITROGEN SYSTEMS. (206/11E)

1980 YAMAHA YZ250G, stock, good condition, play bike, \$1000 O.B.O. Dave (213) 881-3517. (106/7)

Leathers two full sets

Fits 5'10" to 6'1", colors red and blue — orange with black, blue, yellow stripes. Price open. (714) 645-6244. (106)

'81 125 Suzuki

Excellent condition, well cared, haven't rode in months. \$900.00. After 4 p.m. (213) 633-1867. (106/7)

'81 RM125 new shock gd. cond.

\$795.00. (213) 867-0119. (106)

Smuggler trailer

Carries five bikes, extra water tank, EZ on hitch, sleeps six, \$1650.00. Call after 5:30 p.m. (213) 676-8535. (106/7)

'81 YZ 465

Boost Bottle, Statens susp., Metzeler, Terra-Flex and more, excellent cond. Must see, must sell, \$1,400. (213) 596-4345. (106)

'79 Honda CB750F

Blk., runs great, \$1,650. Eves. (714) 525-4417. (106/7)

'79 Honda XL500 S

Excellent condition, 55 MPG, \$1100. (714) 787-8956. (306)

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Wanted: Used Motorcycles
Street or Dirt, Running or Not
Basket cases Welcome

FULLERTON YAMAHA Call D.J.
1835 W. Commonwealth (714) 870-9720
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1971 Triumph Bonneville 650cc
Black on gold, 1600 miles, excellent, original condition, \$1500. (505) 887-6280. (305/6)

Speedway Spares

New Godden and Weslake bikes, engines and spares. Also GTS, N.E.B., Starline, Renthal, Interspan, Daytona, Virgin Methanol, tires, largest stock of speedway spares in the country. Also good, used bikes. Send \$2.00 for catalog. JIM BUSBY RACING, 2205 Laguna Cyn. Rd., Laguna Bch., CA 92651. (714) 497-3358. (106/10)

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OFF-ROAD SINGLE — seat race car Class One, Funco S.S. A.M.S.A. winner. Never crashed, many spares included, \$4200.00 or trade. (805) 251-3763. (106/9)

JAWA 4 VALVE two sets Talon, D.I.D. wheels, stock and aluminum clutch, complete gearing, new fiberglass and more. Proven First Division equipment, excellent condition, race ready, \$2600.00. (714) 827-5560. (106)

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Trackmaster frame, Shell motor, excellent condition, race ready!! Must sell or trade for TT500 Yamaha! Many spares go with \$1000.00/OBO. Dan (602) 257-9347 or (602) 833-2928. (106/7)

'81 KX125, \$700

Perfect condition, runs great, very fast. See to believe. MUST SELL. (714) 871-7557. (106)

'81 YAMAHA RD350HLC: Brand new, zero miles, \$2,600. (205) 883-7295. (106/7)

Maico's

'81 250, \$1300. '81 490, \$1350, '82 250, \$1600. Great deal! Must sell! Quitting racing. Many, many extras! Call after 1 p.m. (213) 542-7932. (106/8)

Mikuni Carbs

29mm smoothbore carbs, excellent cond., used for 300 mi. on street bike. Prof. gloss black paint, \$200.00. (916) 361-8556. (106)

Want a steal a Husky?

You can have mine for \$975.00 which is a steal. 250CR 1980 with new top end, Fox forks, runs perfect, is very dependable, hardly ridden, good for any type use. (213) 946-2016. (106)

1978 Yamaha DT400 on/off road

Runs good, must sell, \$700. Call anytime, Bill (714) 839-4003. (106)

'81 Suzuki RM250X

Answer Products bars and aluminum silencer, Metzeler, Terry cables and fork kit, Whirlpull throttle, Boyesen reeds. Bike ridden by Vet and maintained in cherry condition. \$1395.00. (213) 894-3549. (106/8)



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Excellent condition, very fast, Fox Air Shoxs, tank cover, Ceet seat and new top end, many extras, \$1,100. Ask for Randy after 4 p.m. Call (714) 545-1219. (106)

1981 CR250 ridden twice, \$1100

Perfect condition, Metzeler. (415) 467-7339. (106/7)

1978 RM 125 S & W stroker shocks, Cross Up swingarm, extras, \$475. (714) 737-6607. (106)

1980 Yamaha YZ125G

Excellent condition, must see! Many extras. (714) 529-8372. (106)

'78 Husky 250CR

Ashe pipe, Ohlins, fork kit, \$700.00, helmets, leathers, boots, etc. (714) 493-5302. (106)

'81 Yamaha YZ465H, \$1,350

New tires, chain, sprockets, many extras. Must see. After 5 p.m. call Dennis (714) 496-8779. (106/7)

Track & Travel now sells KTM!

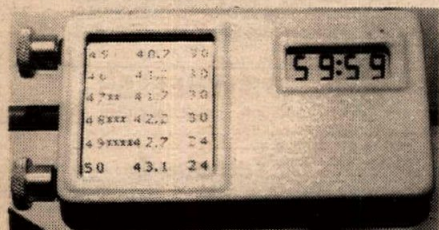
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KATANA SUZUKI, Texas Dealer, fair price; (713) 632-5630. (204/6)

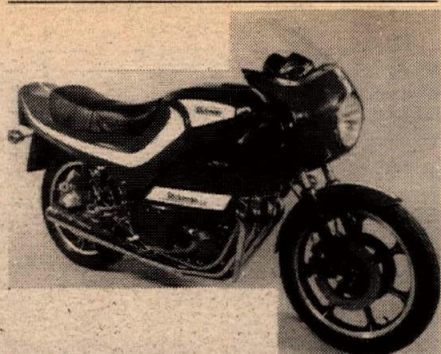
Enduro Timer/Comb., \$99.95



Send \$1.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (104/TFN)

TZ500

Must sell now! Like new, complete spares, mag wheels. Best offer. (914) 763-5902. (105/6E)



Rickman Chassis Kits

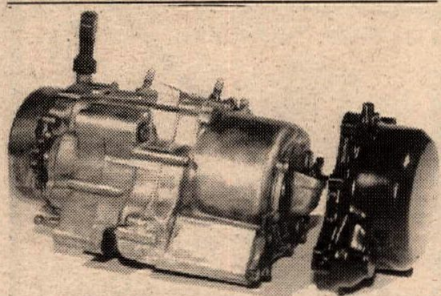
Now available for Honda 750/900, Kawasaki 900/1000, & Suzuki GS1000. Kits feature mag wheels, Lockheed brakes, Brembo discs, Piggyback shocks, and much more. Complete kits available with registrations. Four models to choose from. Price start \$2,695. Write: ROBERT RACING, P.O. Box 356, Hicksville, NY 11801. (106)

Museum condition — for sale

1973 Triumph Vetter Hurricane — 3296.3 actual mileage. A beautiful piece of machinery. Asking \$4200.00. Call Bill at (505) 523-0514 — Las Cruces, N.M. (105/6)

1980 Suzuki 1100 GSX

Perf. cond., tank bag, backrest, European gastank and paint header, Metzeler tires, extra gastank, original exhaust, Halogen foglites, must see to appr. One of a kind. Call. \$2950. (714) 646-0685. (105/6)



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If you need subjects photographed for press releases, advertising or brochures — we can do it! Machined parts, saddlebags, engine kits, etc. ANYTHING & EVERYTHING. Color & black & white. Reasonably priced. MIKE KLINGER PHOTOGRAPHY (714) 894-3638. (540/TFN)

Speedway Bikes

Good, used 2 valve, 80 Jawa 4 valve, 81 Jawa 4 valve, Gordon, 78 Weslake, GTS seats, Renthal bars, some with new clutch, new tires, all bikes in excellent cond. JIM BUSBY RACING, 2205 Laguna Cyn. Rd., Laguna Bch., CA. (714) 497-3358. (106/10)

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1972 model, Schwerna built, Champion frame, Ceriani, good Junior bike, \$3000.00 or best offer. After 5:00 (213) 645-3411. (106)

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Senior rider, \$350.00 Terry suspension, Metzeler, helmet, like new, see it & you'll buy it. \$1375.00. (213) 332-8151. (306/8)

Classic 3-Wheeler

Parts, service, restoration for All Sport, Tri Sport, Dune Cycle. (714) 443-2338. (306/8E/EOI)

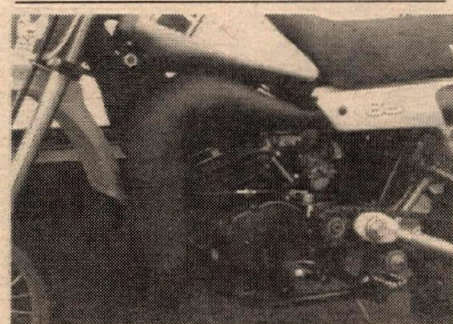
TZ250B

Four races on new G equipment, wide rims, some spares, \$1,200. (614) 262-8559. (106)

'77 R100RS: 7000 miles, solo saddle, 2 into 1 header, black Imron with blue stripe. \$4,000. Excellent condition. (205) 883-7295. (106/7)

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Clean, fast, 880 miles, \$700 or best offer. (213) 347-9067. (104/7)



Coffman's 1982 YZ 60 J & YZ 80 J Pipes

are now available. These high-performance pipes increase power throughout the RPM range. These are stamped pipes with tapered heads. Comes complete with mounting hardware, DYNO TESTED!! Charts available. Guaranteed to perform to your expectations! YZ60J \$84.50, YZ80J \$94.50. (Dealers inquiries invited.) Call or write: COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (250/TFNE)

'81 Yamaha YZ250, '80 YZ125

Girl ridden, excellent condition, low miles, 250, \$1300. 125 \$700. (714) 962-4292. (106/7)

'81 RD350LC

As new, all stock, \$3000.00. '76 Yam RD400C, 9000 mi., all stock, never raced, \$1000.00. '71 Triumph basket, \$150.00. Bought Porsche, must clean garage. Leave message at (714) 492-2486. (305/6)

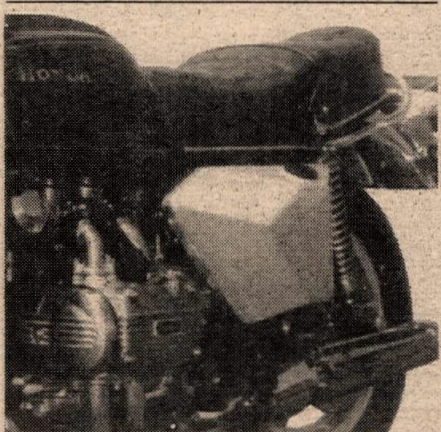
XR500 Clutch Problems?

We have the fix, together with many other specialties for XR500s. Call ENGINE DYNAMICS at (707) 763-7519. (105/6E)

★ 1979 IT 400 Yamaha ★

Must sell, best offer or trade, with many extras. (714) 645-7275. (105/6)

WANTED: 1981 Yamaha XT250 frame, swingarm, front wheel, tank. (602) 287-5129. (105/6E)



Gold Wing Owners...

CLOSEOUT — Auxiliary gas tanks. Reg. \$219. Now only \$79.88 pair!! 3 gallon capacity. Simply replace stock side covers. All aluminum. Call for free brochure or ORDER NOW. \$79.88. Add \$4. shipping (USA) Calif. residents add 6% tax. Phone orders: (Visa/Master Card/AmerExpress) call (213) 709-5171. RACECRAFTERS, 7801 Canoga Ave. Canoga Pk., CA 91304. (205/7E)

'80 YZ 250 G

Runs great, excellent condition, White Bros. front and rear, clean, very fast. Must see \$850.00 (714) 777-0620 or 777-0227. (105/7)

1981 YZ 125 H

Like new, DG boost bottle, White Bros. mono kit, new Metzeler, Bell helmet included. \$900. Danny (213) 862-4159. (306/7)

'82 Suzuki GS1000S Katana

1700 miles, good condition, make offer. (915) 859-0816 after 5:00 p.m. (106)

'79 YZ400F

Great condition, White Bros. front & rear, new sprockets, chain, tires, never raced, \$795.00. (714) 946-3567. (106)

Champion Flattracker

Yamaha 250cc, 1978 motor built by Dannenburg. New first over top end, ready for race. Forks, brakes just rebuilt, Pirelli front & rear, very fast, \$1,000.00. (213) 848-6727. (106)

1979 Suzuki RM250N

Strong engine plus extras like DG pipe, DG chromemoly bars, desert and stock tanks, Answer Products silencer, Works Performance shocks, folding shift lever, \$825.00 OBO. (714) 754-0902. (106/7)

Husky basket case, \$50

'72 400cc, also Honda Mini trail 50cc, \$100.00 runs. (714) 898-4557 or (714) 994-1170. (106)

Scott Boots With Liners or Bell

Moto III, your choice \$99.95. Barry Higgins' H&H Maico, (404) 941-9184. (205/6E)

TZ125H Road Racer

'81, brand new, with fairing, \$2,800. Two available. (818) 851-2113. (305/6E)

Ducati

18-9 stainless steel Allen socket cap bolt sets for engine, '69 prices, \$22. Josh Hunt, 67 High St., S. Dartmouth, MA 02748. (305/6E)



White Bros. Monoshock wins Parker!

Congratulations to Kent & Scott Pfeiffer for their convincing win in the 250 class at Parker. The Pfeiffers rode to victory on a White Bros. modified '82 YZ shock. White Bros. can cure excessive bottoming, harshness and fade from your '82 YZ 80 thru 490 shock. Shock mods start as low as \$50. Contact WHITE BROS., 11750 Seaborn Circle, Stanton, CA 90680. (714) 895-1991. (206)

TRADE my SR500 for your IT465

or sell excellent cond., many spares and extras. (213) 439-8132. (105/6)

Suzuki RM125X

Six months old, stock, excellent condition, \$995 firm. (415) 591-2015 eves. (305/6)

'77 Benelli 750 SEI (Six)

Perfect condition, one of a kind, many extras, custom six into one exhaust, S and W shocks, Pirelli Phantoms, combo 1/4 fairing. Call for details. \$2300.00 O.B.O. Possible delivery or trade for CBX. (206) 273-6080. (305/12)

1982 YZ Link-5 Suspension Curel

Keystone's got it! If your new YZ J model is giving you fits — we've got it dialed! For \$99.96 you get oil change using a special Bel-Ray SE series oil, increased capacity and our progressive valving that smooths out the smallest stutter bumps through the gnarliest whoops with totally fade free performance. Send your monoshock to Keystone MX Works, Dept. CN, 1426 21st Ave., Beaver Falls, PA 15010 or call (412) 846-8361. (205/8E)

TZ250H

Clean, spares, 4th National 250 Championship. Asking \$5,600. After 5 p.m., (518) 537-6451. (105/6E)

Desert Racing School

Larry Roeseler — Scot Harden instructors — learn from two of the most successful off road racers in the business. Next class in the San Diego area (D-38) Feb. 27-28. \$100 fee includes two days instruction, video tape analysis. For information and entry forms call (714) 440-0853. (105/6)

TZ250H

3 races, better than new but cheaper, spares. Daytona ready. \$6,500. (412) 364-6938 or (412) 364-4628. (305/8E)

1980 RM 400 great shape, new top end, rebuilt shocks, \$800.00. (714) 627-8203. (105/6)

Yamaha YZ250S

1981 YZ250H well maintained, \$1100. 1980 YZ250G, \$800 O.B.O. (714) 544-6434. (105/6)

YAMAHA RD400F Daytona Special, good condition, \$1450. Bate road race leathers and other equipment, fits 5-8, 150 lb. 1965 SUZUKI 250cc X-6 plus spares. (714) 997-0657. (105)

1965 HONDA HAWK original, \$695. 1966 Greeves dirt bike, original, \$325. Honda XR75, \$395. (213) 375-2436. (106)

Divorce forces sale-won't last

'81 YZ250H, DG, White Bros., Metzeler, \$800.00. '79 YZ400F, ex-wife's bike, \$400.00. Must sell. Call Dave (714) 821-4496. (106)

GARAGE CLEANOUT. 1980 Honda CR80, \$300, 1979 Honda XR185, \$700. 1979 Husky 250 OR, \$900. All have extras. Call for details (714) 755-3634. (306/7)

1979 SUZUKI GS1000S — immaculate, many spares, low miles, 1085cc — offers over \$5000. (512) 352-2913 — Joyce. (106/9E)



New Motocross Products

BOOT COVERS Velcro's tight over boot. Black, yellow or red nylon \$10. Send boot ht., top circum., and color. *MX KICKSTAND* Instant snap-on. Carry on swingarm for fun riding \$10. Send type of bike. *GEAR BAG* separate compartments for helmet & boots. Holds all MX gear. Heavy yellow nylon \$10. *ELBOW FOREARM GUARD* Strong, lightweight, non-restricting, foam lined \$10. *MX MUSCLE CYCLE* Simulates all MX racing movements while building muscles; adjustable resistance \$195. Send order to R.W. Long, 2345 E. Pacific Coast Hwy., Suite E, Corona Del Mar, CA 92625. Free Brochure. (305/6)

20' Pro Track

Side ramp, pass door, workbench, dual tandem with brakes, outside gas storage, power battery for lights. Excellent condition. Must sell, \$2200. Call weekdays 10-4 Dena (213) 997-4408. (305/6)

HONDA 175 XL

'75 needs work. \$150. Call weekdays 10-4, Dena (213) 997-4408. (305/6)

½ HOUR NEW! '82 YZ490 J

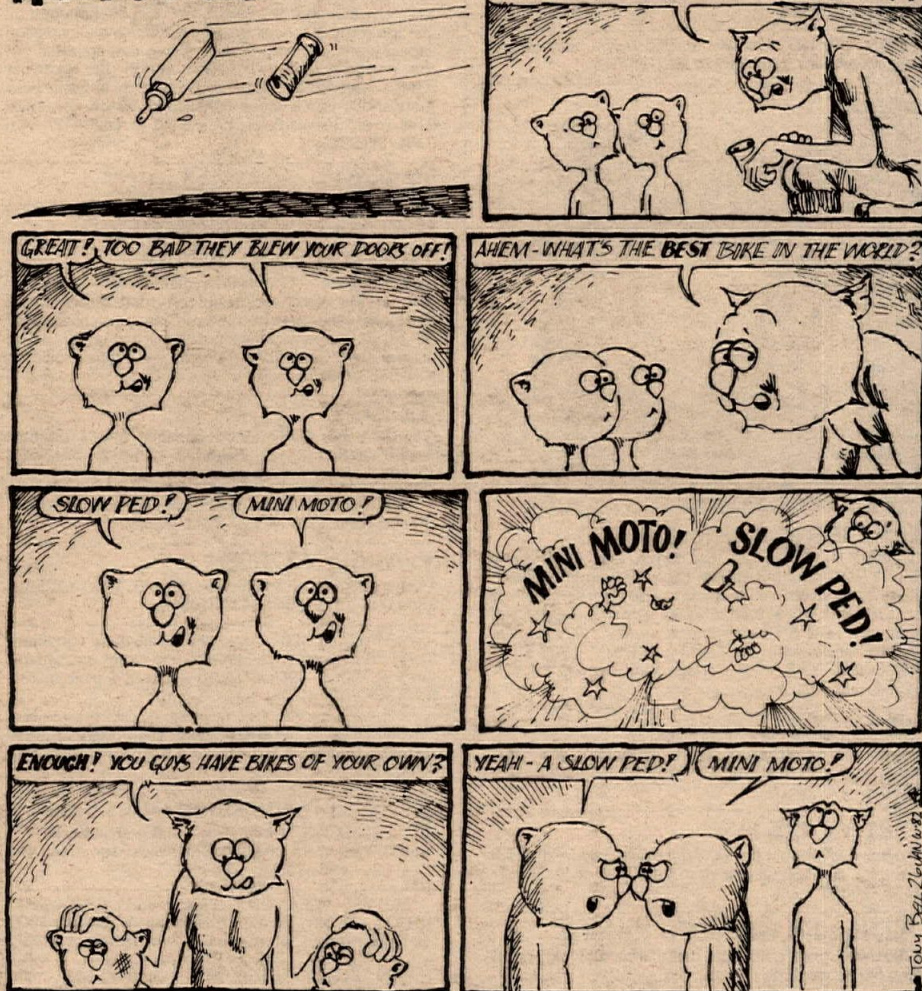
Injury forces sale. \$2100. Includes assorted access. '80 Kawasaki KDX 175, new top end, reliable, good starter bike \$600. OBO. Bike trailer \$300. OBO Brian, days (213) 432-6477 eves. (213) 429-0933. (305/6)



ALL ALUMINUM SHELVES, work area, 3 bikes, \$1200.00. (408) 646-9338 anytime. Leave message will call back. Also stock mag wheels for BMW \$400.00 pr. (105/6)

the continuing adventures of Motocross Cat Tony Bell

KITTY SITTER



Maico, Montesa Parts Sales, Service

Daily UPS, motocross accessories, Ohlins, boring, crank rebuilding, all makes. THE GREAT ESCAPE, 4454 Bull Valley, McHenry, IL 60050. (815) 385-8110. (104/TFNE)

Krober Tach Wanted

Model LZ13 rectangular for 4 cylinder, 4 stroke. Call Howard Blau (213) 393-3753. (305/6)

1981 PR50 Ital Jet

New bike at below dealer cost. This is the fast one 50cc. (406) 245-0455. (305/6E)

Yamaha Parts Sale!!

Can't find old or new parts? Call DON PIERCE YAMAHA, huge inventory, UPS everywhere daily!! (309) 685-5613. (304/7E)

Honda 350

1973 street bike, excellent condition, \$500.00. (213) 598-7037 after 5:00 p.m. and weekends. (504/TFN)

'65 H-D KR Road Racer

Original with special rare factory road race equipment; chromemoly road race frame, magnesium conical brake wheels, 6 gallon fiberglass gas tank, 6 qt. quick-fill oil tank, Imron paint, powder-coat frame and swingarm, too many trick parts to list, comes with many spare parts: 2 frames, gas tanks, oil tank, front ends, more. No reasonable offer refused. B.O. Call Mark, (617) 862-1692. (105/6E)

OW31 REPLICA: Wasco frame, Morris mags, PJ Lectrons, many spares. \$6,000 US. (514) 634-3959. (104/6)

Wanted

TZ750 or TZ500 near new with low hours only. Call Scott Settino, (617) 843-0610 ext. 63, Boston, MA. (105/6E)

'75 XR750 + Spares

Clean, fresh, race ready, \$4,500. Call Matt (519) 681-2068. (105/6E)

'82 Suzuki 465

Like new, completely stock, \$1700. (714) 521-9870. (305/6)



★ MOTORCYCLE TRAILERS ★

Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 537-1380. (205/TFN)

'82 Maico Products In Stock

Twin Air Filters, adjustable fork kits, Dutch Power 490 Killer torque pipes, White Power shocks & springs. WP RACING (513) 422-6622. (205E)

1981 MAICO 490

Perfect condition, never raced, \$1600.

1981 HUSKY 125

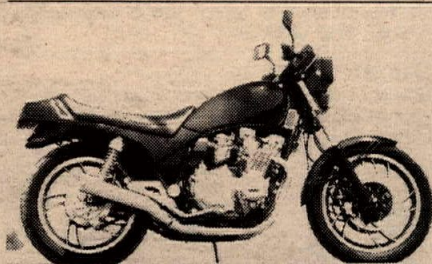
Like new, ridden 10 times, \$800. Heavy duty three bike trailer, \$300. (714) 675-5363 or (714) 675-1876. (302/TFN)

Two '81 Kawasaki 440 Jet Skis

\$3000. (714) 848-3088, 8-4 Mon. thru Friday, ask for Butch. (248/TFN)

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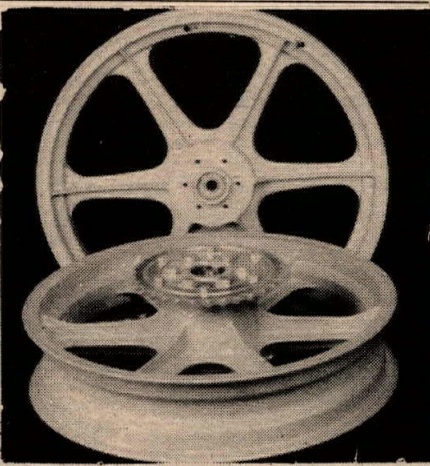
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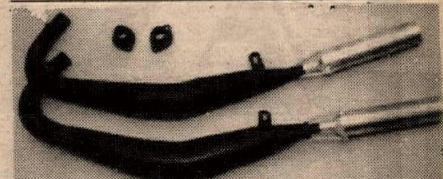
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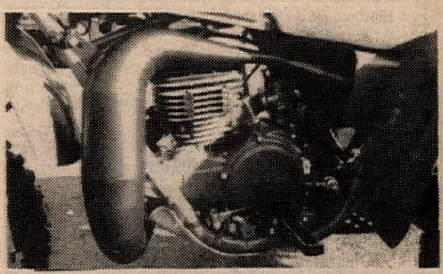
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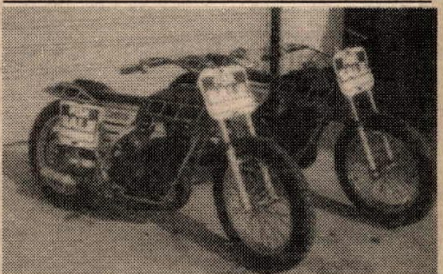
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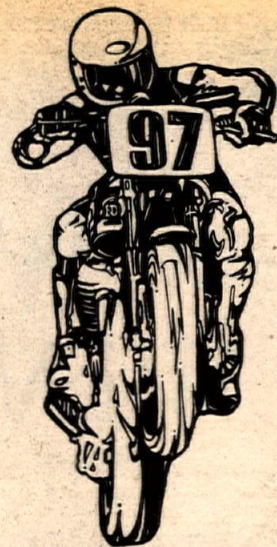
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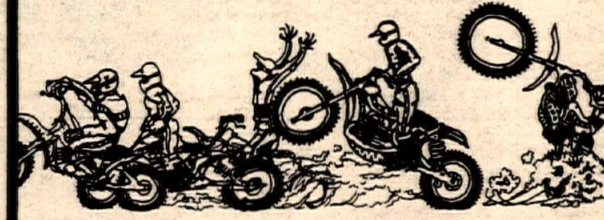
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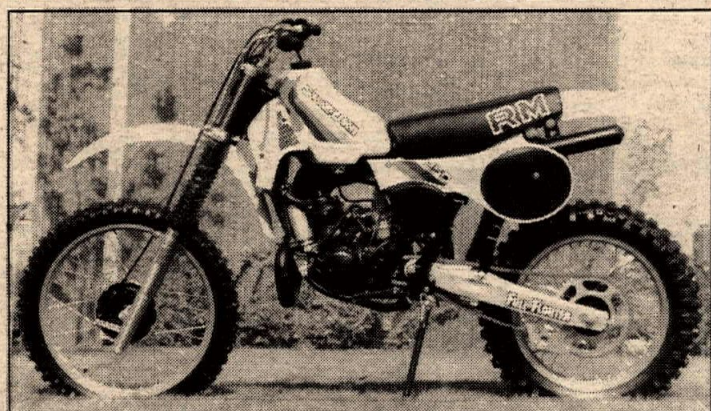
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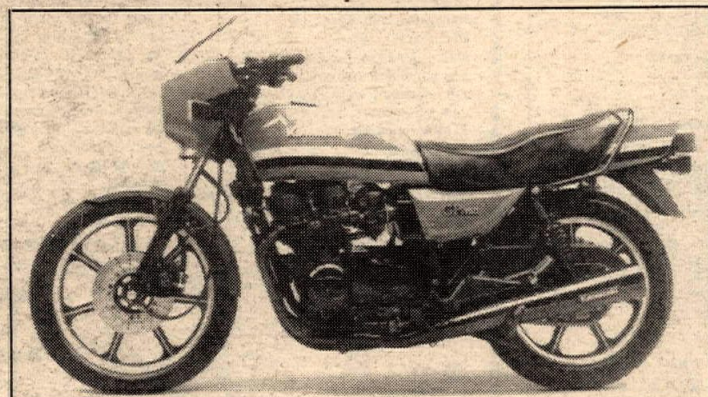
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☐ **1982 KAWASAKI GPz 750 STREET BIKE**



HONDA

1982

CR480R

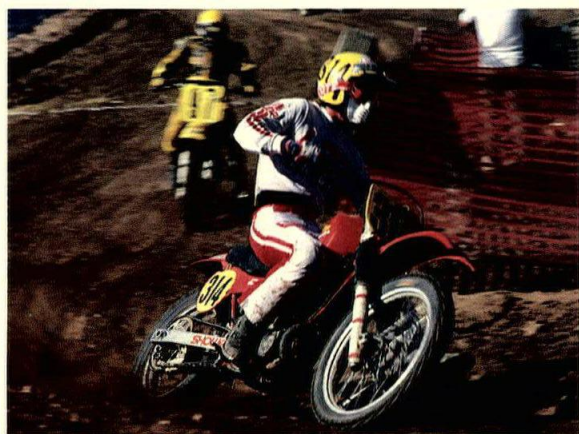


De Coster put a lot into it. Chandler got a lot out of it.

You're looking at the bike that five-time World Open Class Champion Roger DeCoster helped design. The 1982 Honda CR480R.

The same bike that Danny Chandler rode to victory in all five races of the Trans-USA Support Class Series. That's where manufacturers get their first chance to pit the new production bikes against each other. Chandler not only finished first in eight of ten motos, but CR480R-mounted riders captured the top three spots in the final point standings.

Now it's your turn to get your hands on the most exciting production motocross bike around.



Fire up the new 472 cc works-type engine, let out the clutch and feel 51 horses* rush you toward the first turn. The reed-inducted, two-stroke powerplant offers incredible power, with a redesigned cylinder porting layout and expansion chamber and a new advance curve on its maintenance-free capacitor discharge ignition. Design changes that have given the CR480R an improved powerband for smooth, immediate acceleration in every gear.

And it lands as smoothly as it takes off thanks to a new suspension system. The enormous 43 mm air-adjustable forks offer three compression damping adjustments and 12 inches of travel.

Bringing up and holding down the rear is our Pro-Link™ progressive action suspension system. It's not the only single-shock design around, but it's certainly the best. And this year we've given it new linkage ratios, new works-type valving and four compression damping adjustments. Even the swing arm is new. It's a massive extrusion of extremely tough aluminum alloy that pivots on needle bearings. It provides 12 inches of bump-soaking wheel travel and 13.4 inches of ground clearance.

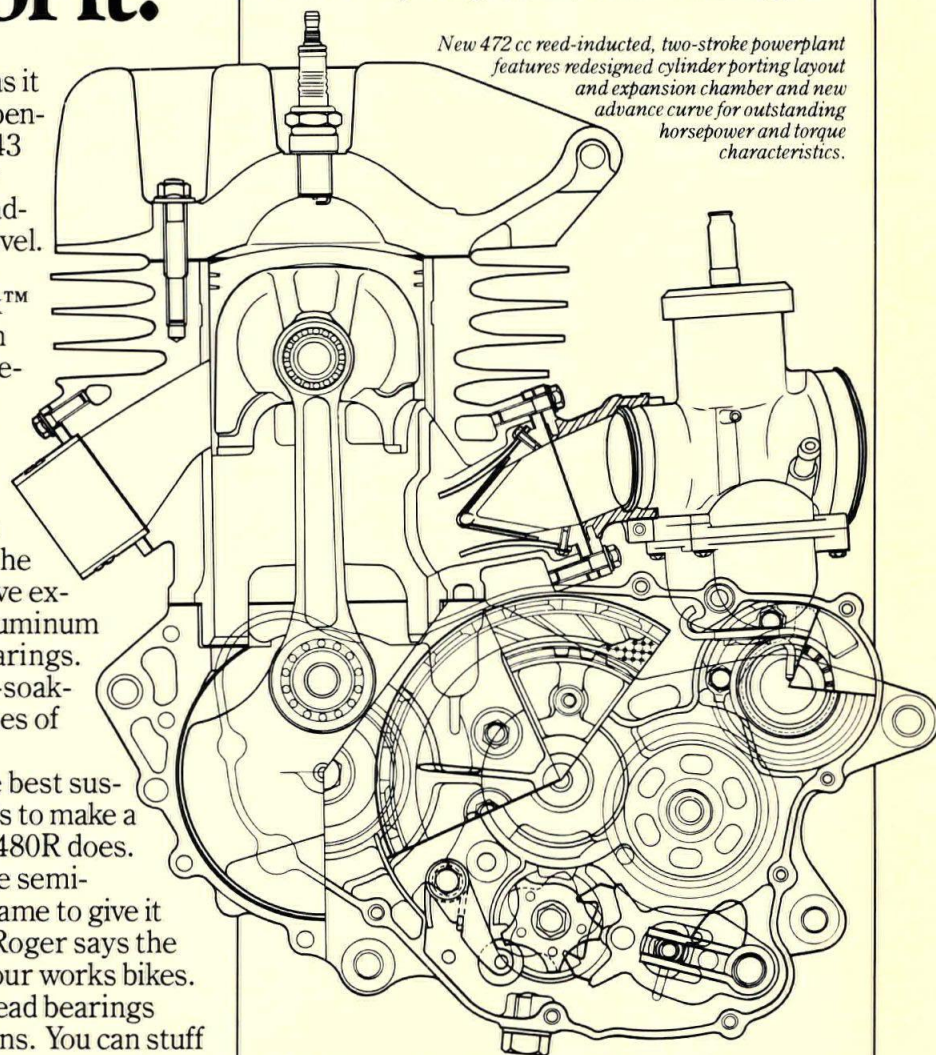
But it takes more than the best suspension system on two wheels to make a bike handle as well as the CR480R does. We completely redesigned the semi-double cradle chrome moly frame to give it new dimensions and angles. Roger says the riding position is superior to our works bikes.

Tapered roller steering head bearings give you precise control in turns. You can stuff it farther into those turns, too, because the lightweight double leading shoe front brake can haul it down almost instantly. And this whole big beautiful machine only weighs 227 pounds.

Best of all, the CR480R is as durable as it is fast. It rides on new lightweight wheel as-

semblies that feature stronger alloy rims and redesigned hubs with magnesium alloy backing plates and brake shoe bodies. And with aluminum engine mounting brackets, a tough new four-speed gearbox, a new works-type

New 472 cc reed-inducted, two-stroke powerplant features redesigned cylinder porting layout and expansion chamber and new advance curve for outstanding horsepower and torque characteristics.



shifting mechanism, a needle bearing-mounted clutch drum and forged alloy hand levers, about the only thing that can stop this bike is a checkered flag.

The CR480R. Some of the biggest names in the business are riding on it.

And now you can, too.

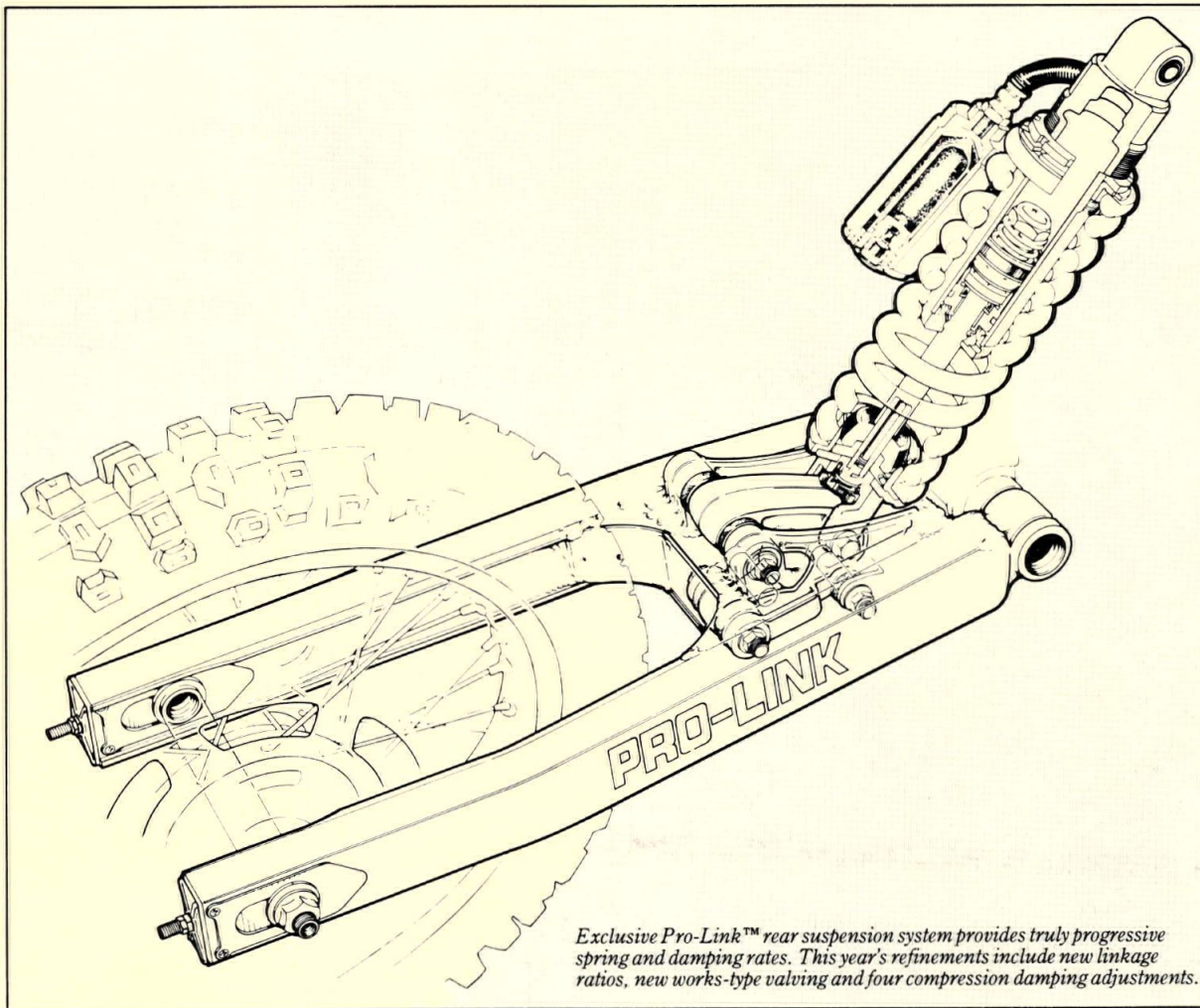
CR480R

1. New 472 cc engine offers tremendous horsepower and torque characteristics.
2. Pro-Link™ suspension with new linkage ratios, new works-type valving and four new compression damping adjustments.
3. Massive new 43 mm air-adjustable forks have three compression damping adjustments.
4. Wide ratio four-speed transmission complements wide powerband for less shifting.
5. Big 38 mm carburetor.
6. New works-type lightweight plastic fuel tank.
7. Lightweight wheel assemblies are stronger thanks to new alloy rims and redesigned hubs with magnesium alloy backing plates and brake shoe bodies.
8. Exclusive Grid Pattern Reed Valve™ induction system.
9. New extruded aluminum alloy swing arm pivots on needle bearings.
10. Maintenance-free outer rotor type capacitor discharge ignition.



1982 SPECIFICATIONS CR480R

Engine	472 cc single-cylinder, two-stroke, air-cooled
Bore and Stroke	89 mm x 76 mm
Compression Ratio	6.7:1
Carburetor	38 mm piston valve type
Ignition	Capacitor discharge
Starter	Primary kick
Transmission	Four-speed
Length	86.6 inches
Wheelbase	59.3 inches
Seat Height	38.6 inches
Width	33.3 inches
Ground Clearance	13.4 inches
Fuel Capacity	2.5 gallons
Tires	Front: 3.00-21 4PR motocross knobby Rear: 5.10-18 4PR motocross knobby
Suspension	Front: Air-adjustable forks with three compression damping adjustments, 12 inch travel Rear: Pro-Link™ with four compression damping adjustments, 12 inch travel
Dry Weight	227.1 pounds
Brakes	Front: Dual leading shoe drum Rear: Drum
Color	Red



Exclusive Pro-Link™ rear suspension system provides truly progressive spring and damping rates. This year's refinements include new linkage ratios, new works-type valving and four compression damping adjustments.

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for operator use only. CRs are designed for motocross use only and are sold "AS IS" without warranty. Specifications and availability subject to change without notice. ©1981 American Honda Motor Co., Inc. Printed in U.S.A. A0342.
*SAE net taken at the crankshaft.

HONDA

FOLLOW THE LEADER

CYCLE NEWS

WEST

America's weekly motorcycle newspaper

Sharon Clayton, Publisher
Caroline Gendry, Executive Secretary to the Publisher.
Dan Rodriguez, Advertising/Editorial Assistant.

Editorial

Dale Brown, Senior Editor. Mark Kariya, Editor. Lance Bryson, Editor. Karel Kramer, Assistant Editor.

Advertising

Skip Johnson, National Sales Manager. Terry Pratt, Sales Manager. Duane Johnson, Sales Manager. Steve Wilson, Sales Manager. Linda Brown, Advertising Coordinator. Nancy Danger, Advertising Assistant.

Graphics and Production

Kristin Cooper, Graphic Artist. Dave McCombs, Assistant. Marion Hatashita, Typography. Dennis Greene, Laboratory.

Accounting

Mike Klinger, Manager. Donna Bryan, Accts. Receivable. Shelly Zaionz, Asst. Accts. Receivable. Terry Dailey, Credit Manager.

Circulation

Rheba Smith, Manager. Michelle Bernier, Sarah Taylor, LaNette Vassar, Debbie Walker, Lyna Hood, Lisa Mudd, Assts.

Want Ads

Gayle Wheeler, Want Ad Sales.

Dealer Sales and Service

Nancy Brogger, Dealer Sales Manager.

Services and Support

Chris Aitcheson, Receptionist. Gregory Hanson, S&S.

West

2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801-0498

(213) 427-7433; L.A. Line 636-8844.

East

4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084-0805.
(404) 934-7850.

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ON THE FRONT PAGE:
"Krazy" Karel keeps front tire wear to a minimum on Suzuki's DR500Z. An impression begins on p. 16. Photo by Mark Kariya.

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VOICES

Wise fan

After attending the Houston TT I feel compelled to write this letter. There was Steve Wise, running very well, adding life to a dying sport and the consensus of the crowd was that Honda told Wise to cool it because Mike Kidd is number one.

Wise added so much to the National. It's been several years since I've seen the crowd love what was happening. Dirt track (in our part of the U.S.) has faded so badly that it was very refreshing to see his performance.

AMA and America: Get off your duff and realize that MX can add life to a dying sport. And to Steve Wise: A job well done.

JANIE STANFIELD WATERS
Irving, TX

P.S. Bet we see more of the Pro MXers trying their hand at TT. I know the fans would love it.

El Mirage improvement

As each year goes by the residents of El Mirage Dry Lake find an ever increasing amount of recreational vehicle use. What started as a feeling of "Well it's only one percent causing problems" has grown to a cry of exasperation.

Out and out disregard for private property, destruction of fences, either for access or firewood, trespassing of privately owned land and break-ins — all these things are starting to have an effect on the area. Most all of our residents came from the city and realize the need for outdoor recreation. It is the feeling of the El Mirage Improvement Association that if something is not done to bring a stop to this type of action by the RV users themselves, then the community will have to take legal action to curtail the use of the area.

We hold a meeting every first Friday of the month at the EMIA building at 7:30 p.m. and any interested persons able to speak and be heard.

We hope that a line of communication can be set up, and all parties will come to an understanding.

JAMES G. STACEY
President, EMIA
St. Rt. Box 148A
Adelanto, CA

Desert devastation

Thought you might be interested in this item from the Feb. 10 San Bernardino *Sun* newspaper.

All the desert clubs have to go through hell in order to stage a race because all the Sierra Club types create such a media furor, yet here we have a 30-day devastation of who-only-knows how many square miles of sand and rock by the military. What's good for the goose, or, duck...

R. L. RUTHERFORD
San Bernardino, CA

The article enclosed with the letter outlined the details of a 30-day mock war games project called "Gallant Eagle '82" which will be held in the desert beginning in March. The war games will involve 25,000 troops, 200 planes, 821 tracked vehicles (including tanks), 1,100 wheeled vehicles, 450 helicopters and live ammunition. The exercises will be staged at Fort Irwin (just north of the traditional Barstow to Vegas starting area) and the Marine Corps 29 Palms facility... Editor.

ABC coverage good, but too late

This past weekend (Feb. 14) ABC showed its coverage of the 1981 USGP at Carlsbad. This has to be a record for delay in the reporting of a sporting event. It was eight months late. Although the coverage is good and the photography fantastic, there is no excuse for this obviously biased handling of motocross on ABC, especially in light of the fine next day coverage of the Superbowl of Motocross on CBS last year.

The only way they are going to change things is by mass public response. If we want to see things change in the promptness or frequency of their coverage, we must write them letters. It would only take 15 minutes and cost 20 cents. And if anyone thinks that their one letter can't change the view of a TV network, remember that they consider each letter to represent the views of thousands of people.

So to all you *Cycle News* readers out there, get off your duffs and write a letter, and get your friends to write

one too. Write to: Wide World of Sports, ABC TV, 1330 Avenue of the Americas, New York, NY 10010.

JEFF TEZER
Laguna Nigel, CA

Texas comment

Cycle News is my favorite and the only motorcycle publication I subscribe too. And I always enjoy Roxy Rockwood's announcing at the Nationals and his Daytona radio show. But one cannot help feeling non-California riders take a back seat at *Cycle News West*. Enclosed is a conversation I imagine took place at Houston by a certain couple.

Texas Papers

Woody Woodrock: "Boss, why did you make me come to this race? You know my West Coast boys always win the TT."

Publisher: "Shut up and go get me another Lone Star before time trials. What's that funny noise?"

Woodrock: "Oh my God, there's a two-stroke out there."

Publisher: "Who is it?"

Woodrock: "8N."

Publisher: "I don't remember seeing him in your column, California Papers."

Woodrock: "Boss, that N stands for nobody. Probably some poor South Texan that doesn't realize the Houston Supercross is in March."

Publisher: "Look Woody he's wearing an MX jersey. (Laughing uncontrollably.) You're right, he must be a Texan. He's not even wearing a steel shoe."

Woodrock: "I hope he doesn't get in the way of my boys. You know motocrossers aren't too bright."

Two hours later.....

Woodrock: "Oh my God! That two-stroke is back out there in the main."

Publisher: "How ludicrous!"

Woodrock: "Don't worry boss. They are putting him on the back row. Besides he can't place, he's not from California."

After the start.....

Woodrock: "Oh my God! That cowboy is moving up through the pack."

Publisher: "Woody, how can he be improving his position? He's standing up going into the turns."

Woodrock: "Yeah but one of my boys just ran into him. Now they can protest that Texan."

Publisher: "Incredible, this Wise guy is going to finish third in his first TT National."

Woodrock: "Boss, I hope this doesn't mean our publication, California West, is finally going to be required to recognize Texas riders."

Publisher: "Shut up Woody and go get me another Lone Star."

DARIUS GRAMLEY
Harlingen, TX

A fanciful conversation, considering that both of the Cycle News West staffers present at Houston were on the floor of the Astrodome taking pictures of and reporting on the tremendous TT event, and one of them hails from Texas to boot. As soon as we get a chance, we'll try to round up all the issues that featured Texans such as Steve Wise, Kent Howerton, Mike Kidd, Billy Herndon, Kathy Holman and MX Cat (who hails from Austin) and send them along to Mr. Gramley...Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

SUZUKI RM-80s ROLL 1-2 AT CARLSBAD.

February 24, 1982 **CYCLE NEWS**

In round 6 of the Golden State Series held at Carlsbad, California, Suzuki RM-80Z riders Bruce Bunch and Rick Hemme put on a two-man show.

Bruce won both motos in the 80cc expert class with Rick a very close second. It's been a seesaw battle throughout the entire series as Bruce has accumulated 109 points to Rick's 101.

With one race left and two riders going for it, there's only one sure winner. Suzuki.



THE WINNING RIDE.

Rick Johnson on your YZ.



Riding his garden-variety, stock YZ250 to victory at Carlsbad last weekend, Rick Johnson proved a lot more than his own riding ability.

He proved that the very same YZ250 you can buy and ride gives even our hand-built, tricked-out, fussed-over works bikes a run for their money. Not to mention the competition's.

Now, we don't mean to suggest that the only reason Rick won was because our exclusive Yamaha Power Valve

System gave him the extra horsepower to pass four guys in two laps. Or our hi-tech rising-rate suspension system helped him fly by the lead rider to grab the checkers. Or our newly perfected water-cooling system helped Rick ride hot and keep cool.

But they definitely helped.

YAMAHA
THE WAY IT SHOULD BE.™

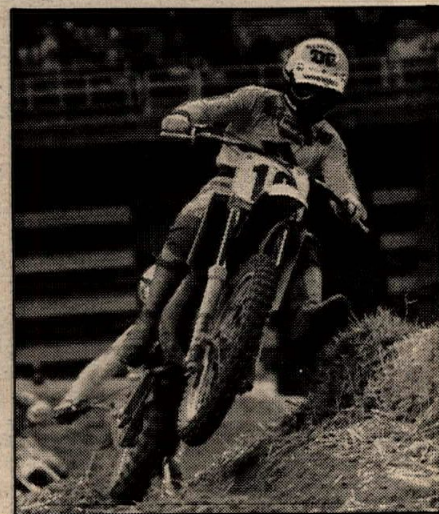
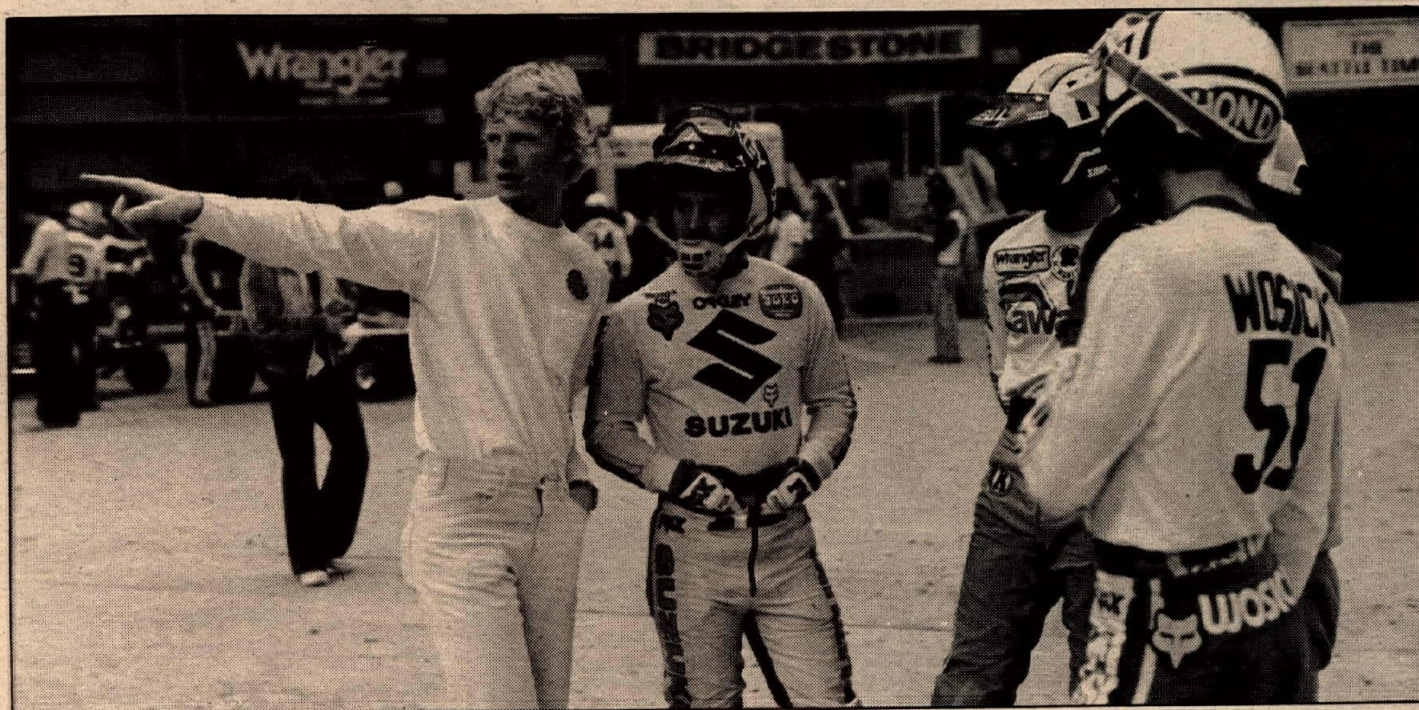
beats our YZ's

February 24, 1982 CYCLE NEWS





(Above) Mark Barnett (1), Warren Reid (16) and Kent Howerton (3) lead Sunday's final. (Left) Broc Glover points out the fast line to Barnett, Jeff Ward and Larry Wosick. (Below) Reid finished 5-7.



AMA/Wrangler® Supercross Series: Rounds 2-3

Hansen, Barnett blaze fast tracks in Seattle

By Mark Kariya
Photos by Lance Bryson and Kariya

SEATTLE, WA, FEB. 13-14

Supercross fans in the Pacific Northwest were treated to some fantastic racing in the Seattle Kingdome at the Yamaha Gold Cup Supercross. Honda's Donnie Hansen and

Suzuki's defending Supercross Series Champion Mark Barnett split wins in the two nights of racing before a total weekend crowd of 65,192.

Yamaha very nearly bagged the win Saturday night, but the Yamaha camp's cheers turned suddenly to horrified gasps as Broc Glover, who led from the start, fell a half lap from the checkered flag, letting Hansen and his teammate, Darrell Shultz, fly past. Before Glover could get going, his teammate Bob Hannah, center-punched him accidentally, stalling his engine momentarily while Honda's Johnny O'Mara rode past to complete a red, white and blue sweep of the top three.

Barnett led all the way Sunday, but he had to repulse a charge by Shultz who came from the back to less than a bikelength away from winning, with Honda teammate Jim Gibson claiming third.

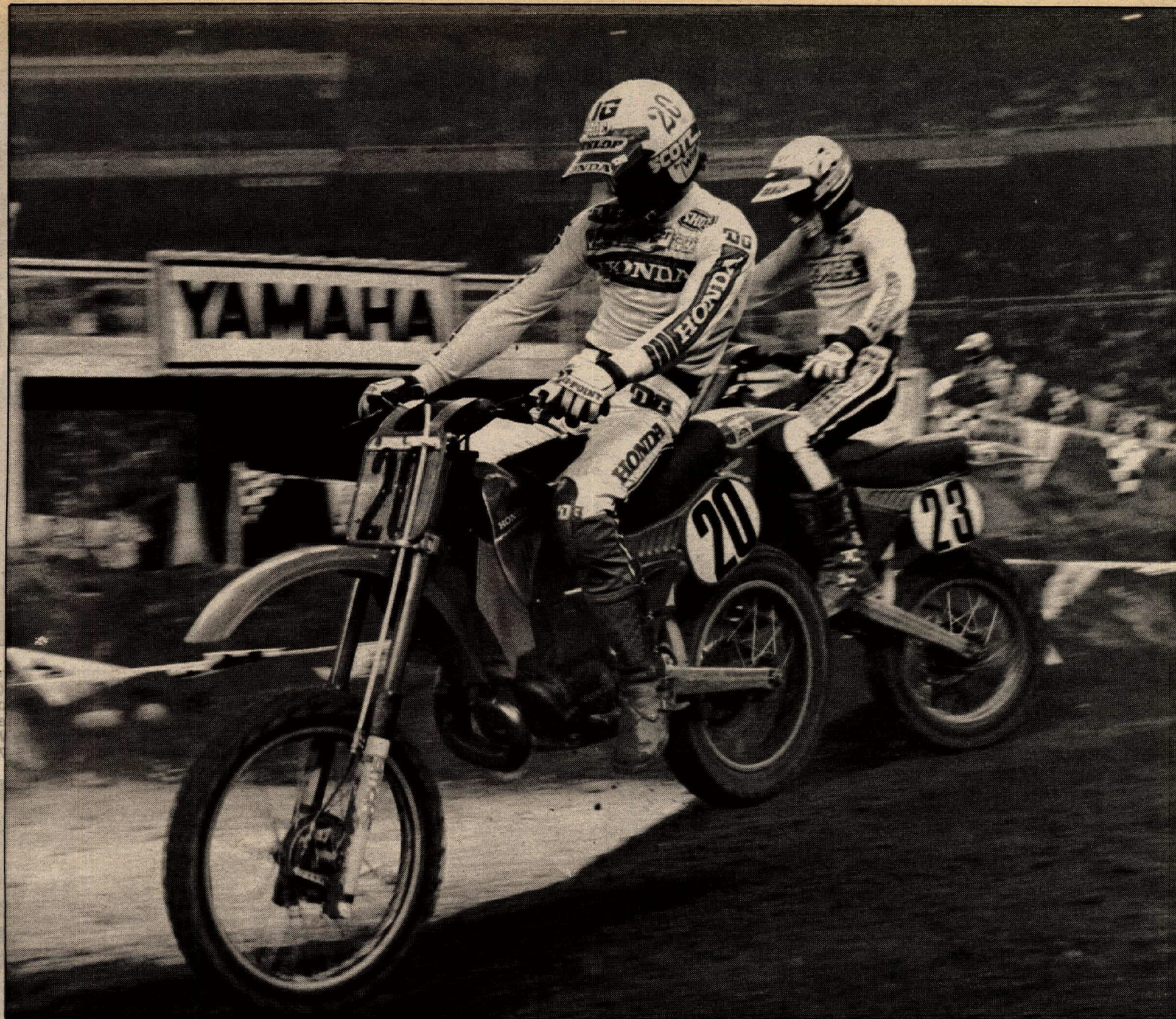
Rocks that laced the track's dirt seemed to play a prominent part in knocking people from the running. Barnett lost his chain Saturday when a wayward rock derailed it. On Sun-

day, a rock caught between his sprocket and chain, stalling his engine. Gibson's chain came off temporarily Sunday, but somehow found its way back onto the sprockets, allowing him to keep racing.

In addition to being fairly rocky (though not as bad as in past years), the track developed deep grooves in many corners. The grooves were often the only fast lines which prevented much passing. As Shultz said regarding them: "They'd wind all the way around from one corner clean to the next corner. You'd stay in one groove like a slot car. It was hard to keep both wheels in the groove that long; they'd start jumping out."

"It's not Harold (Murrell, the track construction supervisor) — he's doing a heck of a job — it's a good enough track. It's just that soft of dirt is gonna groove out like that. So, it makes it kinda bad in the corners for passing, but on the jumps with all them grooves, it makes it a little bit easier; hit the groove and hold the line."

Hansen retained his position atop the series point standings with 71. However, he now shares it with Shultz, who won both rounds here



Darrell Shultz (20) rode inspired races, especially Sunday, getting two seconds. David Bailey (23) was 14th Saturday and 13th Sunday.

last year, as the series moves to Atlanta on February 27.

Saturday Preliminaries

Honda-mounted Robb Manning took the lead from Kawasaki support rider Bill "Kawboy" Liles on the last lap to win the alternate moto over Maico's Scott Johnson, early leader Doug Taylor on a Yamaha and Honda rider Pat Wilson.

Barnett, Hansen and Hannah were a tight 1-2-3 in the first heat with Honda support rider JoJo Keller fourth to gain a direct transfer to the final.

Yamaha Pro Support rider Rick Johnson and team rider Scott Burnworth went at it in heat two until Johnson went down halfway through the 10-lap race, giving Burnworth the lead. Johnson quickly reeled Burnworth back in but couldn't repass. Honda support riders filled the next spots as Larry Wosick cruised to third. Ron Turner displaced Kenny Keylon on the last lap for fourth.

Glover zapped the third heat in the fastest time of the night by leading from start to finish. Kawasaki's Goat Breker held Johnny O' off for second while Suzuki's Denny Bentley raced to fourth.

Shultz took command of the fourth heat from the start, and despite stalling when he hit a lapped rider, he was untouchable. Suzuki's Warren Reid played the ol' switcheroo with Honda's David Bailey on the last lap for second. Jim Gibson moved to fourth.

Keylon led the first semi until lap four when he dropped out. Canada Suzuki's Ross Pederson, who had worked up from an opening lap fifth, took over from there to the checkered. Kawasaki's Jeff Ward came from mid-pack to second to earn a start in the final.

Kawasaki's Tom Benolkin held off Honda's Chuck Sun for four laps in the second semi until going down for a moment. That's all Sun needed, though, and Suzuki's Kent Howerton bothered him to the finish.

Third in that semi wasn't good enough for Honda support rider Jim Ellis, and he jumped to the fore in the consolation race. Yamaha Pro Support rider Eric McKenna took over on lap four, though, holding it to the finish easily over Scott Johnson, Hi-Point Kawasaki rider Dan Turner, Suzuki's Alan King and Highland Honda's Bob Buffalo.

Final

When the one-minute board went sideways for the final, Howerton dropped back from the gate, his engine lifeless. Before attempting to bump start the bike, though, he noticed the circlip for his countershaft sprocket was missing, and he could only watch as Glover, Hansen, Barnett and Shultz rocketed to the first turn in front, Hannah and O'Mara not far behind.

Shultz pulled Barnett in and after four laps was looking for a way around. "He was making a lot of mistakes in all the grooves," Shultz said later, "and Donnie and Broc were just pulling away from us. Finally, I think his chain came off or something, and I pulled right back on those guys. I saw him crash after that. I don't know what was wrong with him; he seemed really rattled or something."

Barnett was not pleased with his performance which resulted in an eventual 15th. Afterwards, he would only admit tersely, "The chain fell off; must've got a rock in it and fell off. That's the way it goes."

Glover and Hansen still headed the pack out front when Barnett fell back on lap seven. Shultz, Hannah, O'Mara and Reid moved up a slot apiece.

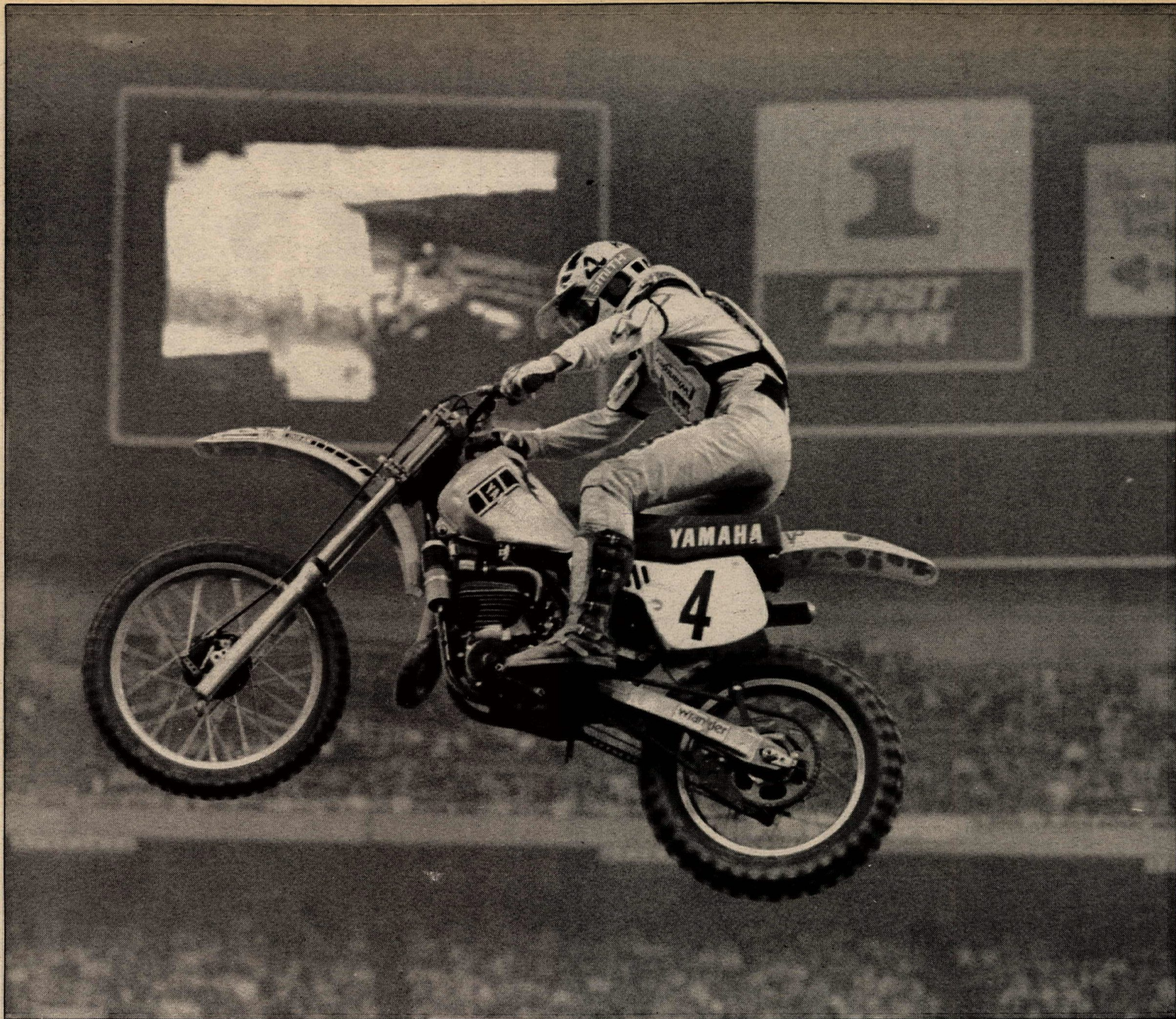
During the last half of the race, Shultz and Hannah grouped up behind Hansen with Glover still in sight ahead.

Glover got the white flag several bikelengths ahead of Hansen, and it looked like a sure bet he'd win. After all, he'd spent the previous 19 laps in front.

However, going into the whoops after the main straight, Glover got a bit out of shape and suddenly went down. Quickly, he picked his bike up and started to hop on though he was pointed across the track. Hansen zipped past, but Hannah wasn't as fortunate. He hit Glover broadside, knocking his teammate to the ground and stalling his own motor. Hannah quickly relit the fire, but Shultz and O'Mara were already past and home free as the Honda camp erupted in whoops of celebration and back slapping.

"I was kinda surprised that he did get off on the last lap 'cause I don't think that's like Broc," Hansen said later. "I don't think I've seen him do that many times."

"I was really close to him so I think if I hadn't have seen him start to fall over, I would've hit him and maybe caused myself to crash."



Bob Hannah flew to a pair of fourths over the weekend despite having problems passing riders. He is now fourth in the point standings.

Sitting behind Hannah gave O'Mara a good perspective on the race. "I was right on his (Hannah's) tail the whole race. I saw everything happen so I sorta knew where to go. Bob should've gone to the inside; I don't know why he went to the outside. It just seemed he didn't make up his mind at the right time."

Reid finished a strong fifth with Glover getting restarted in time to salvage sixth followed by Wosick, Burnworth, Keller and Sun.

Sunday Preliminaries

Barnett returned to the track Sunday with making amends for his previous night's performance his only concern. It would seem so, at least, judging by the way he ripped in the first heat, leading start to finish. Glover stayed right behind him until lap seven when his chain jumped off. By the time he got rolling again, the 500cc National and Trans-USA champ had been lapped and would finish 19th, not good enough for another chance in the semi.

Bailey took the runner-up spot after Glover dropped back with Hansen getting King for third a lap before the white flag came out.

Shultz badgered Honda support rider Steve Martin for half of the second heat before getting by for the win. Benolkin claimed second, Reid third, and Martin squeaked in ahead of Keller for fourth.

Keylon stayed just ahead of Sun, Wosick and Ward in the third heat. O'Mara soon jumped into the fray in fifth. From there he kept putting riders behind him until he took the lead from Keylon on lap six.

Sun dropped back when he tangled with course banners, and Ward went out on the last lap when his chain came off and locked his rear wheel.

Wosick got third while Fritz Schlegel picked up fourth on his Suzuki, the lone privateer to make the final.

Burnworth got the jump on heat four ahead of Gibson and Ron Turner. Gibson took over on lap four, leaving Burnworth with Hannah and Honda support rider Danny Chandler snapping at his rear fender. Hannah poked a wheel inside of Burnworth and eased past on lap nine for second.

Rick Johnson, Howerton and Keller leaped into the whoops ahead of the pack in the first semi. Behind them, Sports Cycle Suzuki rider Art Key made it to the first turn and kept

going, crashing spectacularly and suffering a broken left wrist.

Howerton wrested the lead from Johnson early and kept it. Johnson dropped to fourth on lap seven, though. Honda support rider Phil Larson robbed Keller of a transfer on lap eight when he moved past for second.

Sun, Suzuki-mounted David Taylor and Breker led the second semi off the line, but Sun and Breker quickly made it a two-man show. Breker put a move on Sun on lap four, and that was it.

Rick Johnson took the lead on the first lap of the consolation and never lost it. Ron Turner kept after him but soon enough had to worry about Keller and McKenna. They held position to the checkers, though, with local speedster Robb Manning fifth.

Final

Barnett dialed the start of the final perfectly and was never headed. Keylon had his hands full in second, trying to fight off Howerton. On lap nine, though, the "Rhinstone Cowboy" went down. "I don't have enough strength," he exclaimed later, "it just fell over!"

"I think I could've finished in the top 10. I'm a little disappointed I fell

down, but I'm glad I finished 12th. That's an improvement. It's a little bit harder to even qualify now than before."

Gibson inherited the third-place slot at that point with Reid in tow. Going into the turn before the whoops, though, Gibson slowed, looked down at his engine, coasted through the turn, then gassed it back out with Reid and Shultz the only riders to pass him.

"The chain came off," he explained later. "I was revving it up and I didn't know what happened. Then I looked down, and I knew the chain was off so I was slowing down to get off and put it back on. All of a sudden I felt it catch, the chain went right back on. It was lucky, real lucky; it put me back in action."

Two laps later, Gibson repassed Reid to take fourth. Keylon became another statistic with three laps to go.

Probably the hardest charger of the night was Shultz. After a forgettable start, he was ninth on the opening lap. Halfway through the race, he started clicking them off faster, and he moved into fourth, then third, then second. He closed on Barnett in the final three laps, preparing to take him in the final run to the flag. The

scenario was a throwback to last year, except then it was Barnett making a last-lap charge on Shultz.

As they exited the right-hander after the big jump, the checkers waiting for them a turn and two jumps later, Shultz grabbed a big handful in a do-or-die effort. It was too much, and the Honda's rear end pitched sideways, letting Barnett scoot away safely. As Barnett headed to the post-race interview with Larry Maiers, Shultz headed toward the pits and banged his fist on his handlebars in frustration.

"I don't think I've ever been so mad at the finish of a race," he admitted later. "I remember passing everybody that made the main—I think I was dead last, or close to it, on the start—I passed every guy on the track, and I ended up second by two feet! I can't stand it. I'd rather get beat by a long ways or something, but to catch him and work that hard and lose the points and money and stuff...getting beat, I just hate it, you know?"

"I don't really think I passed that many guys tonight; I think a lot of guys made mistakes and let me by. There weren't really that many places to pass.

"As soon as I got free of traffic, I could ride my own speed, and I reeled him (Barnett) in pretty good, but man, he just *pins* it when you get behind him. No mistakes, either. He's still a really sharp rider, really on top of things. I only got right behind him one or two laps from the end. That's not really enough time to set up a guy like Barnett."

Hannah also moved up despite finding it difficult to pass after a mid-pack start. He edged Keylon for fourth a short distance behind Gibson on lap 18, each pass commanding the oohs and ahhs of the crowd.

Hansen finished a few lengths behind Keylon for sixth followed by Reid, O'Mara, Wosick and Sun.

Barnett's ride wasn't entirely trouble-free. "About the 10th lap, a rock got caught in the chain and sprocket and stalled the motor," he reported. "I jumped off to, see if my chain came off, but it didn't come off, so I just jumped on, started it and took off.

"I figured if I could hold him (Shultz) off through the whoops over there, I wouldn't have any problem. I just rode like he wasn't behind me, then I didn't have to worry about it.

"I got a slow start, but I still might have a chance to win the series. There's a lot of races left. A lot of guys dropped out tonight, not even qualifying, so anything can happen."

Perhaps. Others, naturally, have designs on the championship, too, like Hannah who stated, "I thought I rode all right, but I feel that I've got a good chance of winning this series, a real good chance. I have plans to win the Supercross series no matter what it takes."

Results

SATURDAY: 1. Donnie Hansen (Hon); 2. Darrell Shultz (Hon); 3. Johnny O'Mara (Hon); 4. Bob Hannah (Yam); 5. Warren Reid (Suz); 6. Broc Glover (Yam); 7. Larry Wosick (Hon); 8. Scott Burnworth (Yam); 9. Jo Jo Keller (Hon); 10. Chuck Sun (Hon); 11. Jim Gibson (Hon); 12. Goat Breker (Kaw); 13. Ross Pederson (Suz); 14. David Bailey (Hon); 15. Mark Barnett (Suz); 16. Ron Turner (Hon); 17. Denney Bentley (Suz).

SUNDAY: 1. Mark Barnett (Suz); 2. Darrell Shultz (Hon); 3. Jim Gibson (Hon); 4. Bob Hannah (Yam); 5. Kenny Keylon (Hon); 6. Donnie Hansen (Hon); 7. Warren Reid (Suz); 8. Johnny O'Mara (Hon); 9. Larry Wosick (Hon); 10. Chuck Sun (Hon); 11. Goat Breker (Kaw); 12. Kent Howerton (Suz); 13. David Bailey (Hon); 14. Alan King (Suz); 15. Steve Martin (Hon); 16. Phil Larson (Hon); 17. Danny Chandler (Hon); 18. Tom Benolkin (Kaw); 19. Fritz Schlegel (Suz); 20. Scott Burnworth (Yam).

AMA/WRANGLER® SUPERCROSS SERIES POINT STANDINGS: 1. (TIE) Donnie Hansen/Darrell Shultz (71); 3. Johnny O'Mara (60); 4. Bob Hannah (58); 5. Mark Barnett (50); 6. Jim Gibson (47); 7. Warren Reid (42); 8. Broc Glover (32); 9. Chuck Sun (30); 10. Larry Wosick (28); 11. Jeff Ward (26); 12. Kenny Keylon (23); 13. (TIE) Rick Johnson/Goat Breker (21); 15. (TIE) David Bailey/Scott Burnworth (18); 17. Danny Chandler (17); 18. Tom Benolkin (15); 19. (TIE) Steve Martin/Kent Howerton (14).

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Series Championship	125/250/500 Pro Class	\$1,000.00
CMC Golden State Series	125/250/500 Pro Class	\$200.00
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	All Class	\$500.00
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SCORE Mexical 250, March 26-28, 1982	All Class	\$3000.00
	Overall	\$1,000.00
	All Class	\$500.00
SCORE Riverside, August 6-8, 1982	125/250/500	\$1,000.00
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750 Stock	Class Records (ET Only)	\$500.00

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